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號五廿百八零萬二第

日廿月三年丑乙

HONGKONG, TUESDAY, APRIL 1st, 1925

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TIME-TABLE.

WEEK DAYS

Stations	Dep.	A.M.	P.M.	Arr.	A.M.	P.M.	Arr.	A.M.	P.M.
Kowloon	Dep.	6.40	8.15	10.30	12.00	1.15	4.35	5.29	7.10
Yau Ma Tei	Dep.	6.50	8.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	Dep.	7.02	8.36	10.51	12.21	1.36	4.56	5.51	7.31
Tai Po Market	Dep.	7.16	8.50	11.04	12.34	1.50	5.09	6.04	7.44
Fanning	Dep.	7.31	9.05	11.19	12.49	2.05	5.24	6.19	7.59
Shung Shui	Dep.	7.38	9.12	11.26	12.56	2.12	5.31	6.26	8.06
Shum Chun	Arr.	7.42	9.16	11.30	13.00	2.16	5.35	6.30	8.10

Stations	Dep.	A.M.	P.M.	Arr.	A.M.	P.M.	Arr.	A.M.	P.M.
Shum Chun	Dep.	7.21	8.55	10.38	12.00	1.15	4.35	5.29	7.10
Shung Shui	Dep.	7.28	9.02	10.45	12.05	1.20	4.40	5.34	7.15
Fanning	Dep.	7.32	9.06	10.49	12.09	1.24	4.44	5.38	7.19
Tai Po Market	Dep.	7.42	9.16	10.59	12.19	1.34	4.54	5.48	7.29
Shatin	Dep.	7.48	9.22	11.04	12.24	1.40	5.00	5.54	7.35
Yau Ma Tei	Dep.	7.59	9.33	11.17	12.37	1.51	5.11	6.05	7.46
Kowloon	Arr.	8.12	9.46	11.29	12.51	2.04	5.24	6.18	7.59

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	A.M.	P.M.	Arr.	A.M.	P.M.	Arr.	A.M.	P.M.
Kowloon	Dep.	6.40	8.35	9.15	10.30	12.00	2.22	5.29	7.10
Yau Ma Tei	Dep.	6.50	8.45	9.25	10.40	12.10	2.31	5.38	7.19
Shatin	Dep.	7.02	8.57	9.37	10.52	12.22	2.40	5.47	7.28
Tai Po Market	Dep.	7.16	9.11	9.51	11.06	12.36	2.50	5.57	7.44
Fanning	Dep.	7.31	9.26	10.06	11.21	12.51	3.00	6.07	7.59
Shung Shui	Dep.	7.38	9.33	10.13	11.28	12.58	3.07	6.14	7.66
Shum Chun	Arr.	7.42	9.37	10.17	11.32	13.02	3.11	6.18	7.70

Stations	Dep.	A.M.	P.M.	Arr.	A.M.	P.M.	Arr.	A.M.	P.M.
Shum Chun	Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.46	6.09
Shung Shui	Dep.	8.19	10.45	11.47	3.07	4.24	5.27	5.53	6.16
Fanning	Dep.	8.23	10.49	11.51	3.11	4.28	5.31	5.57	6.20
Tai Po Market	Dep.	8.33	10.59	12.02	3.21	4.38	5.41	6.07	6.30
Shatin	Dep.	8.37	11.04	12.07	3.25	4.42	5.45	6.11	6.34
Yau Ma Tei	Dep.	8.47	11.17	12.21	3.35	4.52	5.55	6.21	6.44
Kowloon	Arr.	8.51	11.27	12.31	3.39	4.56	5.59	6.25	6.48

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STATIONS.	WEEK DAYS.	WEEK DAYS.	STATIONS.	WEEK DAYS.	WEEK DAYS.
Fanning	Dep. 7.45 11.30 2.20 6.25		Shataukok	Dep. 6.30 10.15 1.05 5.00	
Shataukok	Arr. 8.40 12.25 3.15 7.20		Fanning	Arr. 7.25 11.10 2.00 5.55	

STATIONS.	WEEK DAYS.	WEEK DAYS.	STATIONS.	WEEK DAYS.	WEEK DAYS.
Fanning	Dep. 7.45 11.30 2.20 6.25		Shataukok	Dep. 6.30 10.15 1.05 5.00	
Shataukok	Arr. 8.40 12.25 3.15 7.20		Fanning	Arr. 7.25 11.10 2.00 5.55	

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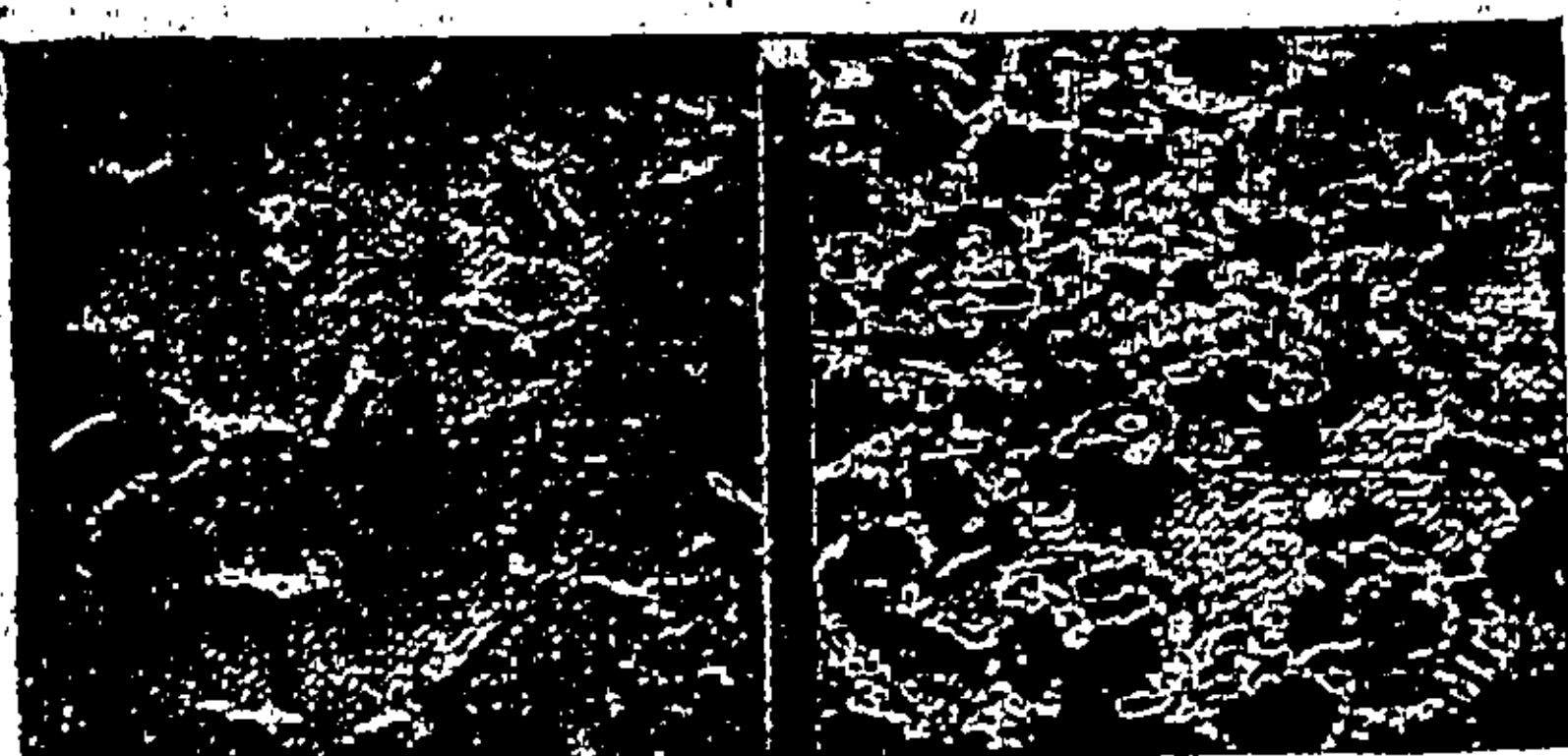
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Always in Season.

IS INDIA WORTH KEEPING? THE VALUE OF HER PRODUCTS.

Mr. Atherton Mercer (formerly Secretary to the European Association, Calcutta), writing in a London paper says in answer to the question in the headline:—
Most emphatically "Yes," and nobody who knows anything about the country would ever dream of asking such a question.
There may be people over here who, owing to ignorance, think India is of small value to our Empire, just as there are people over there who think that they could get along better without us, though they never stop to think what would happen to their country if England evacuated it.
England has, however, no intention or thought of any such evacuation. When she assumed control she assumed also certain obligations and responsibilities, and these she intends to fulfil, be the cost what it may.
The value of a country depends upon what it can contribute to art, literature, science, commerce, and industry, and also upon its strategic position, which latter, in the case of India, is of vital importance to the whole of the British Empire.
We are living in a commercial age, and so we should here the value of India to the Empire solely from this point, though there are other ways of looking at the matter.
Viewed from this standpoint and under existing economic conditions, neither country can afford to do without the other.
India would find herself in a bad way if the supply of British goods and merchandise ceased, while many industries, both in this country and in many other parts of the Empire, would be paralysed if imports from India seriously declined or were directed to other channels.
A GREAT TRADING COUNTRY.

India is the sixth largest trading country in the world, and of her total imports last year 63 per cent. were from the British Empire—33 per cent. of these being from the United Kingdom—while 39 per cent. of her exports were bought by the Empire—25 per cent. of these being purchased by the United Kingdom.
India supplied Great Britain last year with goods to the value of nearly £263,000,000 and her total purchases from us amounted to about £88,000,000.
If to these figures the trade with other parts of the Empire be added—to wit, exports nearly £24,000,000; imports £10,000,000—the total value of India's commercial transactions with the British Empire works out at approximately £198,000,000 out of a total of £238,000,000, or nearly half of her total world's trade.
The figures alone ought to be conclusive evidence of the commercial importance of the two countries to each other.
All through her long history India has been primarily an agricultural country and to-day 70 per cent. of her population are engaged in agricultural pursuits.
A consideration of some of the principal items of commerce will show how dependent the two countries are upon each other. India is the second largest cotton-growing country in the world, the area under this crop last year being nearly 23 million acres.
With the existing world shortage of cotton, it is not difficult to foresee the effect upon Manchester and other textile centres if the Indian source of supply were to cease.
Jute is another of the large industries of India which is of the utmost importance to this country. Practically the whole of the world's supply of jute fibre is obtained from North-Eastern India. The United Kingdom last year purchased about 67 per cent. of India's export of jute—raw and manufactured.
OUR TEA SUPPLY.

Another article of commerce to which we are very largely indebted to India and the shortage of which would cause dismay throughout the country is tea. The area under tea cultivation last year was 710,000 acres, and the total exports amounted to 2,293 million lbs., of which quantity the United Kingdom purchased nearly 290 million lbs., Canada 12 million lbs., and Australia over 41 million lbs.
There are a great many other items of merchandise that the British Empire obtains from India—wheat, coffee, rice, metals and ores, hides and skins, leather, and so forth—but the examples quoted will suffice to show something of the extent of India's export trade to the Empire.
Among the principal items of export from this country to India may be mentioned railway plant and rolling stock, 94 per cent. of the total bought by India coming from the United Kingdom and 71 per cent. from Australia.
Machinery, 84.2 per cent.; agricultural implements, 68 per cent.; cotton manufactures, 82 per cent.; and iron and steel, 68.9 per cent.
It would not be an easy matter for English exporters to find other markets if the Indian market were closed to them. India has a total area of 1,805,000 square miles and a population, at the last census of 1921, of 318,942,460—one-fifth of the total population of the world—and contains large tracts of land suitable for agricultural purposes which are now waste or only partly cultivated. The improvement of agricultural methods appears to be the best way of advancing the prosperity of the country, such methods as, for example, the provision of improved varieties of crop—the average yield of cotton per acre in India is only 38 lbs. as compared with 200 lbs. in the United States and from 300 lbs. to 400 lbs. in Egypt—the introduction of more up-to-date machinery, and the extension of the work of the agricultural colleges.

The most formidable weapon in war was not our heavy guns, but our *surrounding* corda.—Mr. Lloyd George.

Where one finds absolutely pure blood there one finds an absolutely stationary people.—Mr. Snell, M.P.

INDIAN REFORMS INQUIRY.

THE TWO REPORTS. CONFLICTING VIEWS.

A summary of the majority and minority reports of the Committee appointed to inquire into the possibility of making modifications of the Government of India Act with the view to improving its working is now available. The majority state that the Act has not been in operation long enough to afford material for judgment, but there is no ground for the conclusion that it is a failure. The minority contest this view.

The Muddiman Committee's report on Indian Reforms consists of Majority and Minority Reports. The former includes the views of Sir Alexander Muddiman himself, Sir Mohamed Shafi, Sir Arthur Froom, Sir Henry Moncrieff-Smith, and the Maharaja of Burdwan. The Minority Reports give the views of Sir Tej Bahadur Sapru, Sir Sivaswamy Aiyer, Dr. Daranajpe, and Mr. Jinnah.

The Majority Report observes that the Constitution has been in force too short a time to enable a well-founded opinion to be formed in regard to its success, but the evidence is not convincing that it has failed. The Minority Report contends this holding that the reforms have been given fair trial.

The majority recommend, *inter alia*, a relaxation of the control of the Secretary of State over the Government of India in cases affecting purely Indian interests, joint deliberation between the two sides of the Government on important questions, and joint responsibility of the Ministry. They further recommend that the Governor should not dissent from the opinion of Ministers, subject to the power of interference to prevent unfair discrimination between classes and interests, to protect minorities, and safeguard his responsibility for reserved subjects and regarding the interests of members of the permanent service.

The majority recommend that a Minister or member of the Governor's Executive Council should be able to recommend to the Governor that any case in his Department should be considered before a joint Cabinet or that side of the Government with which it is directly concerned, and that the secretary of the Department should inform his Minister of every case in which he differs from the Minister and all other cases which he proposes to refer to the Governor. They recommend that certain reserved subjects, including forests, boilers, gas, housing, and labour, should be transferred to enable Ministers' responsibility to be enforced.

There should be power to move resolutions of no confidence and resolutions questioning Ministers' policy and reducing Ministers' salaries in the Councils. The representation of the depressed classes and factory labourers should be increased. The Meston settlement should be revised so soon as there is a favourable opportunity. The member of the Executive Council in charge of Finance should not be in charge of any spending department.

Regarding the services, the majority recommend that any action that may be necessary for the protection of the services in the exercise of their functions, and the enjoyment of their recognized rights and privileges should be taken, that control over recruitment should be entrusted to the proposed public services commission, all communities possessing representation on the latter with due regard to efficiency.

The Minority Report lays emphasis on the fact that almost every non-official witness emphasized the need for provincial autonomy and the introduction of the principle of the responsibility of the Central Government. This report approves the statement that nothing but the disappearance of dyarchy and the substitution for it of provincial autonomy will pacify the Government's critics. It deals in detail with the points on which the minority differs from the majority, and gives reasons for the opinion that the present Constitution has failed.

It adds that the proper question is not whether any alternative transitional scheme can be devised, but whether the Constitution should not be put upon a permanent basis with provisions for future automatic progress so as to secure stability in government and the willing co-operation of the people.

The Minority Report finally expresses the hope that a serious attempt to solve the question will be made in the near future either by a Royal Commission or some other agency.

NEWS IN VIRTUE.

EDITOR EXPLAINS LIMITATIONS TO CONGREGATION.

After evening services at a Church in York, in mail week, instead of there being a sermon, Mr. Charles Ogden, editor of the *Yorkshire Observer*, spoke on "The Religion of the Daily Newspaper to Religion."

It was being widely suggested nowadays that the newspapers should be purified of everything that seemed to be bordering on the unclean, and that only the virtuous lives of people should be referred to. Unhappily the news value of virtue was very limited said the speaker. If people had lived ordinary sober, decent lives all their time, very few indeed would desire to be informed of their virtue. There was such a host of people so good, in other words so commonplace, that there was not a scrap of news value in them. As to the alleged uncleanness, nearly all of this sort of thing that appeared in print was from the law courts and the magistrates and judges had large power to discriminate as to what should be published and what should not. The worst that happened in the law courts never appeared in any newspaper. He thought it would be fair to say that the daily Press never taught that the way of the transgressor was a path strewn with roses. It seemed to him that his imagination was to have been scrawled in bold type across its soiled pages the stern lesson: "The wages of sin is death."

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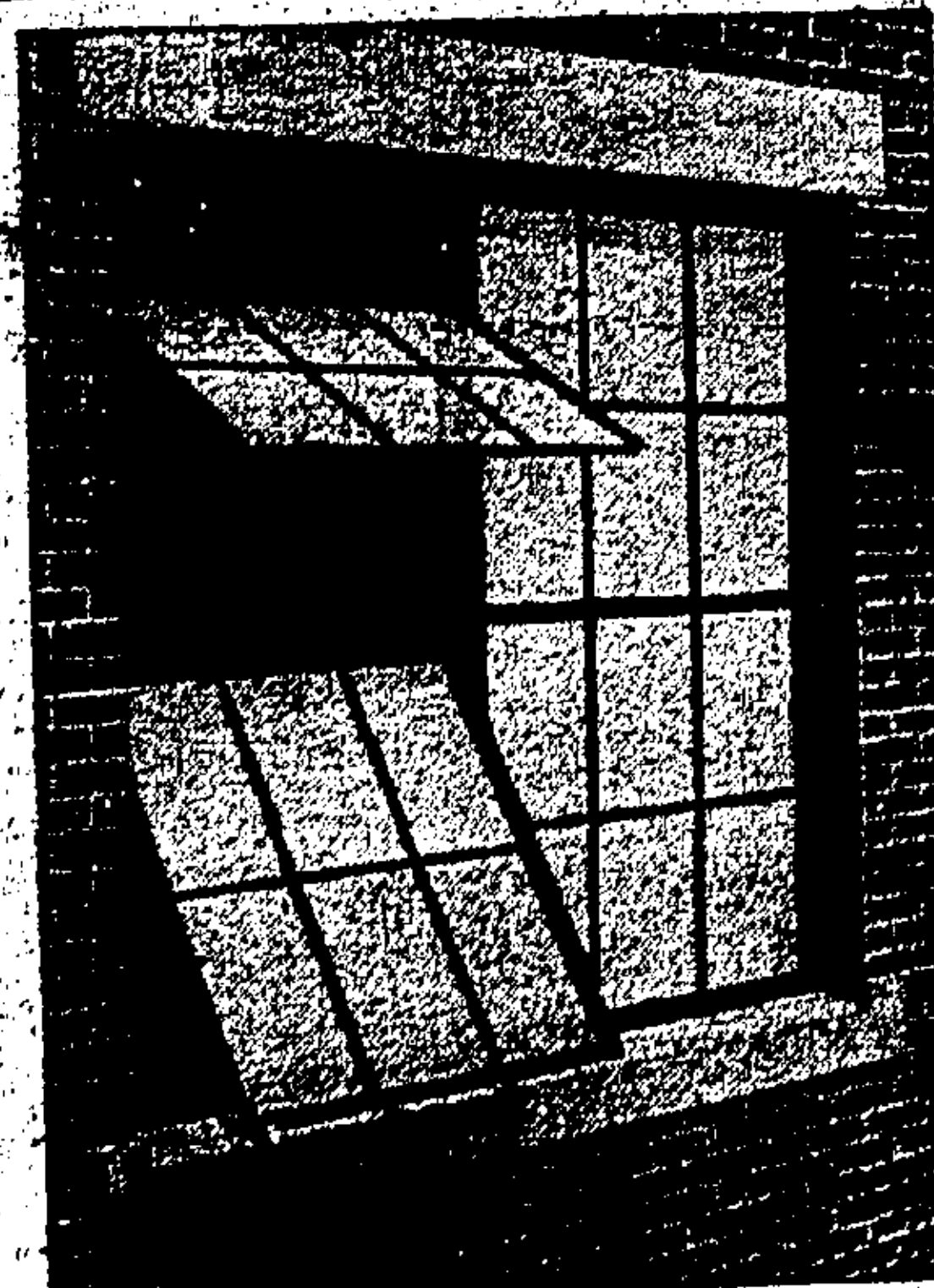
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THE TRADE OUTLOOK.

THE DEPRESSED HEAVY TRADES.

The City writer in the *Daily Telegraph* writes:—
What are known as the heavy industries are passing through a depressing time, and there is as yet no break in the outlook to encourage hopes of steady improvement. The closing of pits in Northumberland and Durham just announced is unfortunate, but with the present selling prices the costs of winning the coal are not warranted. If the remarks of the chairman at the British Linen Bank meeting refer to Scotland, the same troubles are being experienced there. The present position of the coal industry is described as particularly unsatisfactory, and reduced prices, combined with increased cost of production, are threatening the economic basis of the industry in some areas. German competition has affected the export trade, and the competition of the U.S.A. in Europe and South American markets is a serious factor. The same story applies to the iron trade, where foreign competition has met an increased demand, and in the general engineering trades good prospects are spoiled by the loss of competition. There is nothing, it would seem, to justify the optimism with which the year started.

U.S.A. BUSINESS OUTLOOK.

Writing on Feb. 19th, the National Bank of Commerce in New York says that basic industries are expanding, employment is increasing, and there is continued confidence in good business. Resistance to price advances is recognised as widespread and in consequence the prospect of any prolonged rise in the general price level is daily growing more remote. Stable prices certainly offer promise of easy profits, but the situation at last seems to be one in which moderate forward commitments can be made with fair assurance, a condition which has not prevailed heretofore since the World War. The spirit of artificial optimism so much in evidence a few weeks ago has been largely eliminated, and the outlook to-day is satisfactory for all except those whose only idea of good business is the promise of speculative profits. As business expands the outlook is naturally for higher money rates, and the Bank expects this stage to be reached shortly. Hitherto, we are told, the great resources of many businesses have enabled them to meet their growing cash requirements without recourse to borrowing, but further expansion of production and distribution should be reflected in rates, though the heavy stocks of gold in the Federal Reserve banks and in circulation justify the expectation that advances will not be excessive. Since London is now apparently based on New York, our traders must hope this will be so.

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme-Orient, of Saigon, in their report dated April 7th, say:—
Our market is very excited and prices have considerably advanced in sympathy with the Hongkong market.

The engagements of the mills are still very heavy and no delivery can be obtained for April shipment unless at extravagant prices. Demand for rice from Europe is practically nil. Some sales have been made to Japan.

For broken 1 and 2 mixed, the prices have declined. Rather important sales of rice meal have been closed with Liverpool buyers for April-May shipment.

The total amount of rice exported from January 1st to March 31st, 1925, is 301,811,906 tons against 402,450,000 in 1924.

We quote to-day white Saigon rice No. 2 sifted Japan quality, Hongkong \$6.50 per picul, f.o.b. Saigon, \$6.14, per picul, f.o.b. Saigon, Yen 8.35 per picul, f.o.b. Saigon, for April-May shipment.

Messrs. Wm. G. Hale & Co., Ltd., of Saigon, in their circular dated April 1st, say:—
Since our last report our market, as expected, has ceaselessly gone up. It does not seem that a weaker tone will prevail in a near future, prospects for Hongkong and Singapore being good and a fair demand being expected from Manila.

Furthermore, paddy holders up-country, having now sold a good share of their crop, are not at all keen to let go the remaining stock, preferring to await the outcome of the situation. Market closes firm.

Freight to Hongkong.—During the first days of the fortnight under review a certain activity has been shown in this direction. An important lot of Japanese steamers of the Y.K.K. have been booked at about 20/2 cents per picul, when only two or three Norwegian steamers obtained 24 to 27 cents. At this price it would be possible to get more charterers but tonnage in Hongkong is scarce and British shipowners are still holding back asking for at least 30 cents, a rate which shippers here are unable to pay just now.

CINEMA NOTES.

QUEEN'S THEATRE.

"Body and Soul," a photo-play promising to be the most interesting of Alice Lake's appearances on the screen will be seen to-day at the Queen's Theatre. It is a romance of the Latin Quarter, and Miss Lake proves as attractive in the Parisian atmosphere as if she had been born and bred within a stone's throw of the Seine.

WORLD THEATRE.

Johnny Hines, called the George M. Cohan of the screen, has the starring role in "Little Johnny Jones" which will be the feature attraction of the week at the World Theatre beginning to-morrow. "Little Johnny Jones" is a Warner Brother Classic of the screen, adapted from the play of the same name written by George M. Cohan, and the vehicle in which that stage personality won his spurs and made himself a Broadway figure once for all.



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[64]

THE CEMENT INDUSTRY.

CENTENARY CELEBRATION AT
TIENTSIN.

The centenary of the cement industry is being celebrated this year and due honour is being paid to Aspidin of England, the inventor of cement. The Chee Hsin Cement Co., Ltd., of Tientsin, described as the pioneer of the cement industry in China and the largest manufacturers in the country, are organising a big convention to be held in the near future at the National Grand Hotel, Tientsin. All the leading Chinese and foreign engineers, architects, contractors, municipal officers, bankers and industrial captains and prominent business men in China are to be invited to attend.

The programme will provide for an interesting exhibition of cement and concrete products made in China in the morning, demonstration lectures during the afternoon and a banquet in the evening at the National Grand Hotel. Important engineering organizations such as the Association of the Chinese and American Engineers, the Chinese Institute of Engineers, the Chinese Engineering Society, the China Society of Chemical Industry, etc., will send delegates. Prominent engineers, Mr. F. H. Barnes (Chief Engineer of British Municipal Council), Mr. C. Y. Kwong (one of the oldest railway engineers in China), Mr. F. C. Ross (Chief of Technical Department of Chihli River Commission, etc.), will give addresses on interesting topics concerning the cement industry. The occasion is expected to be the biggest gathering of engineers and contractors in North China that has ever taken place.

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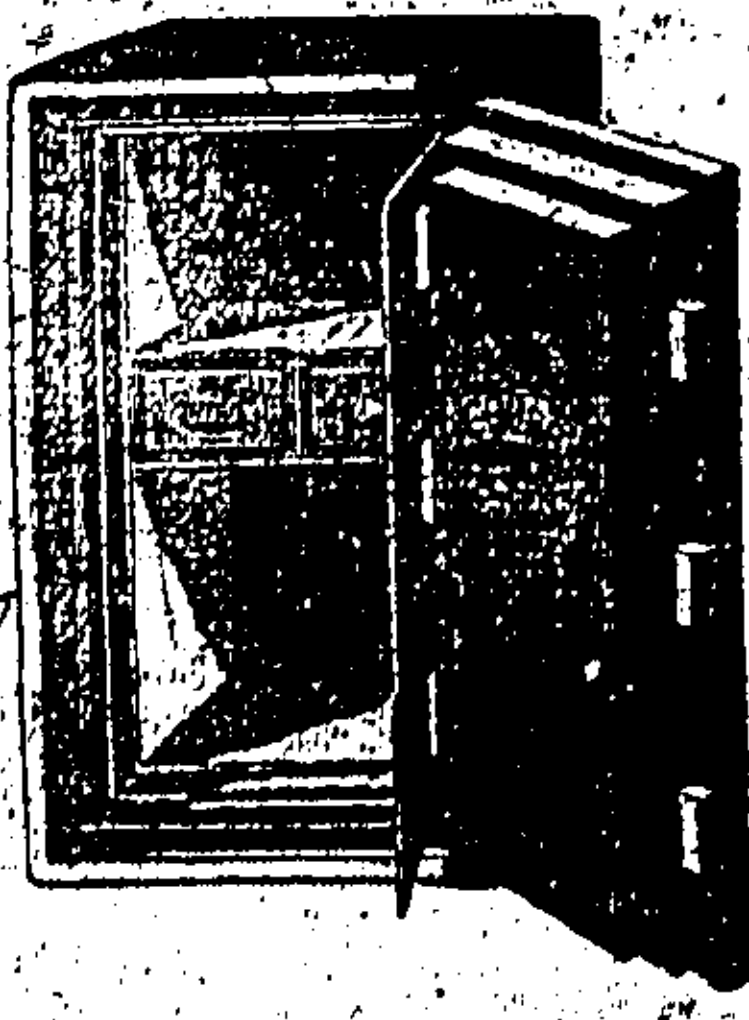
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STOCKS CARRIED.

OUR LONDON LETTER. SECOND READING FOR BOXER INDEMNITY BILL.

THE CLAIMS OF EDUCATION AND
OF TRANSPORT IN CHINA.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 9th.

VIEWS ON CHINESE TRADE.

With regard to the British Export Society, about the formation of which I wrote in a recent article, there was an interesting address by Mr. C. R. Slove at the inaugural meeting. The Society, as I stated, has been formed to bring together the export directors and managers of British manufacturing and mercantile firms to enable views to be exchanged on questions of common interest. Mr. Slove devoted himself mainly to the changed conditions in business methods in China. Before the war, he said, it was true that a Chinaman's word was his bond, and a vast deal of business was transacted with the old class of Chinaman without a single contract being signed, but since the war when Western business morals became slack the Chinese unfortunately learnt a great deal and contracts have been too frequently repudiated.

But allowing for all this the view put before the British Export Society was that, so long as they can pay and take their goods away there is still no better man to deal with than the Chinaman. As soon as he is in a difficulty, however, he is credited with a quite remarkable capacity to slip away and disappear. Mr. Slove recorded his opinion that this country is not getting all the trade it should do in China despite the fact that British firms predominate on your side as regards financial position, ability, and honesty of instincts. Japan is more to be feared as a competitor than the Americans, he thinks, and he considers there is too much stress placed upon the boycott of Japanese goods in China. Being a practical people the Chinese conveniently forget the boycott when it suits their interests to do so.

The British Export Society is holding its meetings under the auspices of the Federation of British Industries, and the foregoing is a summary of the impressions of trade conditions and prospects in China which have been circulated. It will enable readers in China to appreciate the point of view which is being presented here.

By AIR TO THE EAST.

It is said in aviation circles that important developments may be looked for this summer with regard to air travel in the East. The complete details are not available at the time of writing, but it is known that Imperial Airways, Ltd., have submitted to the Air Ministry a scheme to establish a regular service of aeroplanes from London to Kantara (Suez), and from thence to Basra, Bagdad, and from thence to Rangoon. It is also understood that the Government, in conjunction with private enterprise, intend to inaugurate an airship service between this country and India in the near future.

The proposals of Imperial Airways, Ltd., are not directed against the airship service between here and India about which particulars have already been published; the idea is rather to popularise travelling by air, and big twin-engine aeroplanes would be used. Later on, I am told, three-engine aeroplanes would be introduced. The machines for this service are on order, and each aeroplane is to be capable of carrying up to six tons of mails or passengers. It will be apparent that the value of an aeroplane line run by private enterprise as described is pretty considerable as a means of gingering-up official action with air ships.

LIFE OF KING EDWARD.

The first volume of Sir Sidney Lee's great biography of King Edward VII., issued this week is of very wide importance and interest, and it is not surprising that it has been much discussed in the Press as well as in conversation. This first instalment dealing with the life of a remarkable personality covers 800 pages and gives the reader an insight into the political and social happenings during the period to the death of Queen Victoria. King Edward as Prince of Wales had to endure the utmost repression throughout his boyhood, and as a young man owing to the pedantic methods of the Prince Consort. To a boy and youth of his easy-going temperament it was torture. Even when he went to Oxford he was compelled to live almost exclusively with "solidate," middle-aged people whose company the Prince Consort hoped would improve his mind.

Queen Victoria deliberately excluded him from any real share in public business, but in spite of this he managed to get an extraordinarily close grasp of affairs, mainly because he went everywhere he could and knew everybody. The knowledge he acquired about men and things was obtained on his own, so to speak, and it is a tribute to his character and abilities, and also to his sense of responsibility as heir to the throne, that when he succeeded as King he was one of the most versatile rulers in Europe.

THE KAISER'S DULCITY REVEALED.

It is, of course, impossible for me to attempt to discuss in any detail the many-sided activities of King Edward. There is a very readable account of his sporting tastes, and it is interesting to learn that "on the whole," his racing experience proved profitable. "He reckoned that his purchase of Perfidia in 1897 brought him within 20 years a quarter of a million pounds." At one time he was fond of gambling with cards, but "the bacarat incident," as Sir Sidney Lee calls the Tranby Croft affair, which he dismisses as "extravagant," was not lost on the Prince, and he set himself to discourage gambling as far as he could. Towards the end he never played anything except bridge.

There is a good deal about the Kaiser, who is revealed as an enemy of England all through. He was intensely jealous of Edward VII., and the story of the telegram he sent to Kruger when he was at war with the Boers is told again. But there is a new disclosure about the Kaiser. In January, 1900, when he was writing to his English relatives commiserating them over the disasters to the English troops in South Africa he actually visited the Russian Ambassador in Berlin "and surprised his auditor by suggesting an attack on England. He left no doubt that he was ready to make common cause with Russia against her." The plot came to nothing, however, because for one thing the French distrusted the Kaiser, and believed this was only a trap for France and Russia.

Sir Sidney Lee's estimate of the man the Prince had become at Queen Victoria's death is just and true. "He had become, in a supreme degree, a man of the world, in whom shrewdness mingled with benignity. He could justly claim to know life more comprehensively than commonly falls to the lot of humanity."

THE BOXER INDEMNITY.

This week the House of Commons gave a second reading to the China Indemnity (Application) Bill, which will now go forward and in the ordinary course of events will become law. There was a debate over the use to which the money should be put, mainly because the Government had dismissed from the Advisory Committee appointed to formulate a plan for spending the indemnity—amounting to the substantial sum of £400,000 per annum—Mr. Bertrand Russell and Mr. Lewis Dickinson. The Labour Members with some notable exceptions affected to consider that the exclusion of these gentlemen from the Committee was meant to be a refection upon the choice of the Labour Government. The Labour Party intimated through Mr. Hudson, who sits for Huddersfield, that they required an assurance that the indemnity would be devoted primarily to educational purposes. Accordingly, an amendment was moved to the second reading of the Bill.

BUSINESS INTERESTS.

But it was apparent from the speeches that this reason for opposing the Bill was not convincing. Mr. Ronald McNeill, Under Secretary for Foreign Affairs, was in charge of the Bill. He had difficulty in showing that there was no political feeling in the dismissal of Messrs. Russell and Dickinson. The Bill as it stands is exactly the same as that tabled by the Labour Government, and it was competent for the Conservative Government to appoint an entirely new Committee. All that they did, however, was to appoint two fresh members with better knowledge of China than was possessed by those who had been supplanted. Mr. Ramsay MacDonald had no fault to find with the Government on this score, and so the Labour opposition failed out, the Bill thereafter being accepted.

This is not, however, the whole story. Even now it is not quite certain whether the money will be devoted mainly to education. It is still possible—I might say probable—that at least a portion of the indemnity will be applied to other purposes. It is a fact that the Federation of British Industries have been urging the Government to use some portion of the money to develop railway construction in China, and to improve harbours and canals. This, it is argued, is for the benefit of China and Great Britain. It is pointed out that Chinese families are often caused by the difficulty of transporting food on the railways. No doubt, as the debate showed, there is powerful support for the proposal to use the money for education; but on the other hand the door is open to apply it, or part of it, for other purposes of "mutual benefit" to both countries.

COURTS OF LAW AND PUBLICITY.

I hear that the great Dennistoun law case, which has been before the Court of King's Bench has cost more than any other suit of modern times. Mrs. Dennistoun and her late husband, whom she divorced, and who married Almina Countess of Carnarvon on the death of the latter's husband, the peer who financed the search that led to the discovery of Tutankhamen's Tomb, is for money alleged to have been lent. It was only a matter of over a thousand pounds; but the costs in the case are said to have amounted to something like £20,000.

Apart from the position of some of the people brought directly into the case, all of whom are well-known in Society, an extraordinary amount of interest has centred in the proceedings from the outside, because of the proposal that the identity of a famous British General should not be disclosed. He was referred to for the first two or three days as "General X," but as the story proceeded it became impossible to conceal the name, and he proved to be General Sir John Cowans, now dead, who was Quartermaster-General during the war. He was an outstanding personality possessed of organising ability that amounted to genius of the highest order, and I recall that he was described by one of the greatest military officers since Moses who fed the Israelites in the wilderness. He fed the Armies on all fronts as Armies never were fed before in military history.

LEGAL TRADITIONS.

I have said that the attempt to keep his name out of the case did not succeed. It is just as well that it did not, although the inevitable pain to his kith and kin must be very great indeed. There is also the hurt to the feelings of every man of sentiment when a name that was held in esteem is dragged in this mire, and especially as in this instance since Sir John Cowans is dead. Mrs. Dennistoun admitted that she had been the great man's mistress from 1916 till 1920.

(Continued on next column.)

LOCAL SPORT.

CRICKET.

CRICKETERS' & FOOTBALLERS.

K.C.C. WIN EASILY.

Kowloon Cricket Club entertained Kowloon Football Club yesterday in a game of cricket, and had an easy victory.

Score:—

KOWLOON C.C.

1st Innings.

A. W. Ramsay, c. Austin, b. Read	5
J. C. Lyal, c. Green, b. Wheeler	6
J. Fraser, b. Hayes	43
F. Goodwin, c. Lake, b. Randle	16
A. J. Kew, b. Fitzgerald	10
A. R. P. Raven, c. and b. Wheeler	23
S. E. Green, b. Fitzgerald	8
J. Smith, b. Wheeler	4
H. Overy, c. Austin, b. Wheeler	4
J. C. Fletcher, b. Lake	0
H. G. Jordan, not out	0
Extras	6

Total

115

Bowling Analysis.

Read	5	0	24	1
Wheeler	7	1	27	1
Randle	2	0	27	1
Hayes	2	0	27	1
Fitzgerald	4	1	20	2
Lake	1	0	1	1

KOWLOON F.C.

1st Innings.

W. E. Austin, b. Goodwin	7
F. Read, b. Fletcher	20
A. W. Turner, b. Overy	3
F. Wheeler, b. Fletcher	5
S. G. Hayes, b. Goodwin	0
J. McBride, c. and b. Goodwin	0
A. Fitzgerald, b. Lyal	0
A. Spary, b. Ramsay	4
J. C. Long, not out	2
S. Randle, b. Ramsay	6
C. Lake, b. Fletcher	0
Extras	12

Total

83

Bowling Analysis.

Goodwin	8	2	6	3
Lyal	8	0	15	1
Fletcher	2	0	12	1
Overy	2	0	10	1
Ramsay	3	0	7	0
Ramsay	3	0	1	1

KOWLOON F.C.

2nd Innings.

Ramsay, b. Wheeler	54
Jordan, c. McBride, b. Read	1
Raven, b. Wheeler	22
Goodwin, b. Wheeler	18
Fraser, not out	11
Kew, b. Wheeler	3
Green, b. Wheeler	0
Smith, c. Hayes, b. Wheeler	5
Fletcher, not out	7
Extras	7

Total (for 7 wks., dec.)

121

Bowling Analysis.

Lake	4	0	13	0
Read	4	0	26	1
Hayes	3	0	24	0
Wheeler	7	0	35	0
Fitzgerald	4	1	15	0

KOWLOON F.C.

2nd Innings.

Austin, c. Fletcher, b. Kew	5
Read, b. Fraser	44
Wheeler, b. Jordan	4
Hayes, c. Lyal, b. Ramsay	9
McBride, b. Jordan	1
Randle, b. Jordan	1
Lake, b. Goodwin	32
Turner, b. Jordan	13
Spary, b. Fletcher	4
Goodwin, b. Fitzgerald	0
Fitzgerald, not out	18
Extras	18

Total

129

Bowling Analysis.

Fraser	6	2	19	1
Kew	5	0	17	1
Jordan	9	1	26	4
Ramsay	6	0	24	1
Green	2	0	21	0
Goodwin	1	1	0	2
Fletcher	1	0	4	1

and justified herself by saying that she consented in order to advance her husband's career in the Army. She probably never expected to have also to admit a similar liaison with other men, and to figure in the witness box as a woman with a past of the most heinous description. But it is wonderful what can be done in the way of obtaining evidence when money is no object, and it is plain that Almina Countess of Carnarvon did not spare it in defence of her present husband.

But to return to the question of publicity, if the old traditions of the law had been followed, Sir John Cowans' name would have been published the first day the case came into Court. There would never have been any question of suppressing it for a moment. The wisdom and fairness of this time-honoured practice has been justified over and over again. We had an illuminating example of what happens when there is an attempt at suppression in the recent Robinson case. The attempt to suppress the name of Sir Hari Singh proved ineffective, and it had to be given after a lot of harm had been done. Of late years there has been a disposition to accede to the request of counsel to designate persons only indirectly concerned in a suit by an algebraic formula; it was not known twenty years ago. The judges always refused permission whenever the request was preferred, not only in order to maintain the dignity of Justice, but to save innocent people from having their characters whipsawed away.

—H.B.

FOOTBALL.

EXHIBITION GAME REACHES NO DECISION.

"HONGKONG DAILY PRESS" CUP WINNERS.

The exhibition game, yesterday afternoon, between the East Surrey Regiment and a team chosen from the Rest of the League ended in a goalless draw.

A large crowd turned out to witness the game, the stands being well filled while the hills overlooking the playing field was studded with Chinese. Miss Dorothy Holyoak kicked off and the Surrys at once took up the attack and Eaton sent over the top. The game was fast and both sides attacked in turn. The Surrys played the better combination game, but found Lau Hing Chung in great form in goal for the Rest. Following a corner kick, well placed by Charlesworth, Bristowe put the ball into the net but the goal was disallowed through Eaton impeding the goalkeeper. At the other end, a free kick was given against Forsyth for charging Douglas in the goal. Eaton and Humberstone had good chances, but failed to get the ball into the net. The interval arrived with no score.

The Rest showed better combination in the second-half; and, early on, Stewart had hard luck with a well-placed shot. Offside play at both ends threw away some good chances. Stewart, blinded by the sun, almost put the ball into his own goal, but Lau Hing Chung managed to get the ball away with Humberstone close up. The Rest again got dangerous and Lau Hing Chung sent in a beautiful shot that beat Douglas, all the way but the whistle sounded for offside and the goal was disallowed. The final whistle sounded with the score sheet a blank.

Considering the heat, the game was well contested and very fast. Jordan worked hard in the Surrys defence and was well supported by Bristowe. Eaton was good in the open, but missed several chances through shooting wild.

Stewart worked hard for the Rest, and Watson kept Charlesworth and Eaton well covered. Wynne played his usual safe game at back. The South China left wing pair were the pick of a good forward line.

The Hon. Mr. P. J. and Mrs. Holyoak watched the game from the Club Stand.

The teams:—
East Surrys:—Douglas, Cooper and Jordan; Pether, Mitchell and Bristowe; Charlesworth, Eaton, Humberstone, Butler and Mackintosh.

The Rest:—Lau Hing Chung; Wynne and Bishop; Leung Yik Tong, J. Stewart and Watson; Harris, Johnson, Forsyth, Lau Hing Chung, Chan Kwong.

Referee: Mr. Spencer. Linesmen: Messrs. Marlett and Smyth.

CUP PRESENTATION.

After the game the East Surrys lined up before the stand where Mrs. Luard presented the cup and medals. Mrs. F. McCubbin before asking Mrs. Luard to present the trophies said that the East Surrys have won the league.

Their football was at all times clear and above board. He hoped that the Hongkong public would be able to see them at football again next year. He congratulated them on being league champions and South China for being the runners-up.

Mr. McCubbin thanked Mrs. Luard for attending that afternoon to give away the cup and medals.

Mrs. Luard then handed the Hongkong Daily Press Cup to Q.M.S. Charlesworth, captain of the East Surrys team and medals to the East Surrys first and Reserve teams and runners-up medals to the South China team.

Miss Charlesworth then presented Mrs. Luard with a bouquet of roses in a silver holder, tied with the Club colours.

Three cheers were given for Mrs. Luard on the call of Q.M.S. Charlesworth.

Lieut. R. Q. F. Johnstone, A.D.C., was in attendance.

RIFLE SHOOTING.

ALL COMERS' COMPETITION.

The All Comers' Competition took place at the Kowloon Range yesterday in connection with the annual Rifle Meeting of the Hongkong Volunteer Defence Corps. There was a record entry—144—more than half being from the East Surrey Regiment. The weather conditions were good on the whole. There was practically no wind but the light was inclined to be changeable, especially at the last range. The results were as follows:—

	300	500	600	Total
Yds.	Yds.	Yds.	Yds.	Yds.
1.—Maj. J. F. Drake (East Surrys)	33	31	31	95
2.—N. L. Railton (H.V.D.C.)	32	30	31	93
3.—Marine Baker (Tamar)	31	37	33	91
4.—Marine Cartwright (Stonecutters Range Staff)	31	29	30	90

RANGE PRIZE.
300 Yards.
Ldg. Seaman C. Grieg (Aydaree).
500 Yards.
Corpl. Greene (Aydaree).
600 Yards.
Lance-Corpl. Meaker (East Surrys).

OPEN REVOLVER COMPETITION.
In the open revolver competition Marine Baker (H.V.D.C. Tamar) secured another success, scoring a possible, full 10 shots being in the centre of the bull.

The results were:—
1.—Marine Baker (Tamar).
2.—Sergt. Tugwell (Stonecutters Range Staff).
3.—Sergt. Carpenter (Hongkong Police).

CORPS REVOLVER COMPETITION.
There were very few entries for the Corps Revolver Competition. It was won by Sapper E. R. Dovey (Engineer Co.) with a score of 23 out of a possible 30.

HONGKONG JOCKEY CLUB.

ANOTHER BAD AFTERNOON FOR FAVOURITES.

HALF MILE RECORD BROKEN.

At Happy Valley, yesterday afternoon, no less than seven favourites out of eight were beaten, and backers of outsiders must have had a good time.

In the first event, Gypsy Love, with Mr. Doyle in the saddle, defeated two better backed ponies in King of the Plains and Rathesay. The race was run in the record time of 38 seconds dead, the time for the quarters being 20.3-5 and 29.1-5. The previous best was 38.2-5, registered by Ah Mo, carrying 11 lbs. less than weight for hushes, on the off day at the annual meeting in 1921.

Out of 1,588 tickets sold in the second event 619 were on Quab and 403 on Scarecrow, the latter winning by 3 lengths.

For the selling race, there was a great rush on Baby Eyes (56 out of 1,823 tickets). The winner was Magnificent Dahlia, third favourite.

For the big event, the Great Metropolitan Handicap the betting was:

Gold Leaf	526
Grey Knight	383
Spotted Sand	323
Golden Chrysanthemum	109
Beauty Dahlia	148
Beldorney Star	84
Uncle Alf	80
Duke of Frisco	62
Curiosity Shop	40

The race was won by Curiosity Shop, who beat Grey Knight by half a length after a ding-dong race down the straight.

The winner, ridden by Mr. Nemaze, lay in a handy position for the greater part of the journey, but answered gamely when called upon in the run home. Gold Leaf was third at the top of the straight, but crumpled up instead of putting in his well-known "rush." Curiosity Shop carried 11 lbs. over-weight and Golden Chrysanthemum had a 5 lb. penalty for his win on Saturday, the Stewards having exercised their prerogative and altered the original conditions, which read:

"A pony winning a race at this meeting and starting for a Handicap race on the same day will carry 5 lbs. in addition to the weight allotted for such Handicap."

In the fifth event, The Wasp (634 tickets) was beaten by both Gimlet (230) and Saracen (245).

In the sixth race, King Ptolemy (429) and Monitor (497) neither got a place, the winner Poppy Leaf (352) retaining a dividend of \$19.60.

In the penultimate race, Aucherouch was a firm favourite with 716 tickets out of 1,717, but was defeated by King Emperor, the third choice, whose dividend was \$16.30.

In the final event, the favourite at last got home, when Mr. Harriman's Dictator Dahlia, to victory.

Riding honours went to Mr. Harriman (3), Lt. Cdr. Thompson (2), and Messrs. Doyle, Nemaze and Davies one each.

Among owners, Mr. Bagram won two events, as did Mr. White; Mr. Carroll was victorious once, as were Mr. Dynast, Mr. Dunbar and Mr. Ferdinand.

Due to a supreme effort, on the part of Mr. Doyle in the last event, Gaudie was enabled to credit His Excellency the Governor with place money for the third time in his last three outings.

Thanks to fine weather and some close finishes—with totalisator dividends well above the average on each day, the meeting has proved a great success.

Racing details follow:

BANSTEAD PLATE.

For China ponies. Weight for inches as per scale. Jockey allowance. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—Half Mile.

Mr. H. P. White's Gypsy Love, 155lbs. (Mr. Doyle) 1

Mr. Dynast's King of the Plains, 155lbs. (Mr. Davies) 2

Mr. Warrack's Rayfield, 152lbs. (Mr. Gibson) 3

Mr. Bagram's Phenomenal Dahlia, 158lbs. (Mr. Harriman) 4

Also ran: Alcantara (Mr. de Boza), Jambou (late Stanner Dahlia) (Mr. Pollock), Rathesay (Lt. Cdr. Thompson), Zoumai (Capt. Hall), The Critic (late Critic Dahlia) (Mr. Sewell), Uncle Tam (Mr. Buck), Gump (Capt. Oxspring).

Won by 2 lengths; 3 lengths.

Time: 28.5-5, 63.

At the start, Gump got left at the post. Gypsy Love went out in front with King of the Plains close behind. Both leaders maintained their respective positions to the end, but half way down the straight Rayfield came with a rush and ran into third place.

Parimutuel:—Winner, \$38.80; Places: 1, \$9.20; 2, \$6.40; 3, \$12.30.

Cash Sweep:—Nos. 428, \$1,641.50; 305, \$409; 221, \$234.50.

Unplaced Ponies (\$50 each):—Nos. 115, 507, 52, 1, 287, 458, 140, 418.

2.—TATTENHAM PLATE.

For subscription griffins of any season that have never won an official race, whether starters or not. Weight for inches as per scale. Unplaced runners allowed 3 lbs. Jockey allowance. 1st prize, \$300; 2nd, \$150; 3rd, \$100.—One Mile.

Mr. H. P. White's Scarecrow, 145lbs. (Lt. Cdr. Thompson) 1

Mr. Wayloong's Quab, 155lbs. (Mr. Doyle) 2

Mr. J. H. Taggart's Jimmy Lad, 152lbs. (Mr. Pollock) 3

Also ran: Lumbio (Mr. Harriman).

Woa 4-23 lengths 2-9 lengths.

Time: 33.3-5; 1.11; 1.43.3-5; 2.14.4-5. Scarecrow led three-quarters of the way with Quab running second and Lumbio third. Coming into the straight Jimmy Lad joined the leaders. At the distance post a great race ensued between Scarecrow and Quab, Scarecrow going on to win by three lengths, with Jimmy Lad third.

Parimutuel:—Winner, \$19.20. Places: 1, \$7.30; 2, \$3.80.

Cash Sweep:—Nos. 235, \$2,310.00; 331, \$311.00; 290, \$315.80.

Unplaced Pony (\$50 each):—No. 674.

3.—KEMPTON SELLING PLATE.

For all China ponies. If entered to be sold for \$300 or less, penalty, if to be sold for \$300 or more for inches as per scale, if to be sold for \$400 allowed 5 lbs., and if to be sold for \$500 allowed 10 lbs. Special allowance: non-winning subscription griffins of 1925 allowed 5 lbs. Jockey allowance. Allowances accumulative. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—Seven Furlongs.

Mr. Bagram's Magnificent Dahlia, 145lbs. (Mr. Harriman) 1

Mr. H. Birkett's Baby Eyes, 144lbs. (Lt. Cdr. Thompson) 2

Mr. Dynast's King Emperor, 143lbs. (Mr. Davies) 3

Mrs. R. M. Austin's Grey Streak, 152lbs. (Mr. Pollock) 4

Also ran: New York (Mr. Sewell). Won by 3 lengths; 4 lengths.

Time: 16.1-5; 47.1-5; 1.13.3-5; 1.50.

To a capital start, King Emperor soon forced his way on to the rails; Grey Streak being second and Magnificent Dahlia last. There was no change in the position at the top of the hill, but just afterwards Magnificent Dahlia drew level with Baby Eyes.

The winner was bought in at \$300.

Parimutuel:—Winner, \$24.50. Places: 1, \$8.80; 2, \$4.80.

Cash Sweep:—Nos. 159, \$2,463.90; 431, \$705.40; 738, \$352.70.

Unplaced Ponies (\$50 each):—Nos. 252, 417.

4.—GREAT METROPOLITAN HANDICAP.

For China ponies. 1st prize, \$500; 2nd, \$200; 3rd, \$100.—One and a half Miles.

Mr. Ferdinand's Curiosity Shop, 153lbs. (Mr. Nemaze) 1

Mr. B. D. E. Beith's Grey Knight, 160lbs. (Mr. Pollock) 2

Mr. A. A. Alves' Golden Chrysanthemum, 153lbs. (Mr. de Boza) 3

Mr. A. H. Carroll's Gold Leaf (late English Money), 161lbs. (Mr. Harriman) 4

Also ran: Spotted Sand (Mr. Davies), Uncle Alf (late Primrose Leaf) (Mr. Buck), Beauty Dahlia (Mr. Sewell), Beldorney Star (Lt. Cdr. Thompson), Duke of Frisco (late Silver Leaf) (Capt. Hall).

Won by 1 1/2 lengths; a length.

Time: 35; 1.07.3-5; 1.32.1-5; 2.12.3-5; 2.45.3-5; 3.10.2-5.

At the start, Golden Chrysanthemum and Spotted Sand were out in front, Curiosity Shop being third and Beldorney Star last. The first time past the stands, Curiosity Shop was victorious once, as were Mr. Dynast, Mr. Dunbar and Mr. Ferdinand.

Due to a supreme effort, on the part of Mr. Doyle in the last event, Gaudie was enabled to credit His Excellency the Governor with place money for the third time in his last three outings.

Thanks to fine weather and some close finishes—with totalisator dividends well above the average on each day, the meeting has proved a great success.

Racing details follow:

At the start, Gump got left at the post. Gypsy Love went out in front with King of the Plains close behind. Both leaders maintained their respective positions to the end, but half way down the straight Rayfield came with a rush and ran into third place.

Parimutuel:—Winner, \$38.80; Places: 1, \$9.20; 2, \$6.40; 3, \$12.30.

Cash Sweep:—Nos. 428, \$1,641.50; 305, \$409; 221, \$234.50.

Unplaced Ponies (\$50 each):—Nos. 115, 507, 52, 1, 287, 458, 140, 418.

5.—WESTMINSTER STAKES.

For China ponies griffins of this season. Winners barred. Ponies placed second 5 lbs. extra. Ponies placed third 2 lbs. extra. Weight for inches as per scale. Jockey allowance. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—One Mile.

Mr. L. Dugbar's Gimlet, 155lbs. (Lt. Cdr. Thompson) 1

Mr. H. P. White's Saracen, 153lbs. (Mr. Buck) 2

Mr. A. A. Alves' The Wasp, 155lbs. (Mr. de Boza) 3

Dr. F. H. Kew's Wimmera, 154lbs. (Mr. Gibson) 4

Also ran: Uncle Tam (Mr. Sewell). Won by 1 1/2 lengths; 4 lengths.

Time: 31; 1.04.3-5; 1.36; 2.08.3-5.

The first time past the stands, The Wasp and Gimlet went to the front with Wimmera last. At the five-furlong post Saracen moved up and Wimmera also closed on his horses. At the four furlong post, The Wasp and Gimlet were racing together, with Saracen third under the whip. Coming around the bend into the straight Gimlet just got his head in front, but he and The Wasp swung into the straight about level. Half way down the straight, Saracen and Gimlet were out in front and in a great race home, Gimlet beat Saracen by 1 1/2 lengths. The Wasp was third.

Parimutuel:—Winner, \$24. Places: 1, \$11.30; 2, \$13.10.

Cash Sweep:—Nos. 680, \$2,771.20; 85, \$781.80; 283, \$295.90.

Unplaced Ponies (\$50 each):—Nos. 339, 784.

6.—HYDE PARK HANDICAP.

Forced entry for subscription griffins of this season entered at this meeting. A sweepstake of \$35 for starters, 60 per cent. for winner, second 30 per cent., third 10 per cent. added. 1st prize, \$400; 2nd, \$200; 3rd, \$150.—One Mile.

Mr. A. H. Carroll's Poppy Leaf, 170lbs. (Mr. Harriman) 1

Messrs. Tester and Abraham's A.B., 160lbs. (Mr. Doyle) 2

Mr. Fate's Two Pairs, 159lbs. (Mr. Potts) 3

Mr. J. H. Taggart's Demon Boy, 163lbs. (Mr. Pollock) 4

Also ran: King Ptolemy (Mr. Davies), Monitor (Lt. Cdr. Thompson).

Won by a short head; 3 lengths.

Time: 33.1-5; 1.07.3-5; 1.30.3-5; 2.12.1-5.

They were all bunched past the stands with Poppy Leaf on the rails in front. Demon Boy was last. There was little change until they went down the hill. Poppy Leaf and Demon Boy led into the straight. At the distance post A.B. came through level with Poppy Leaf. A great race ensued home, Poppy Leaf winning by a short head, while Two Pairs was third. Monitor was last.

Parimutuel:—Winner, \$19.60. Places: 1, \$10.20; 2, \$13.10; 3, \$17.90.

Cash Sweep:—Nos. 438, \$2,334.70; 206, \$724.20; 1, \$368.10.

Unplaced Ponies (\$50 each):—Nos. 818, 35, 008.

7.—KINGSWOOD HANDICAP.

For China ponies. Winners barred. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—One Mile.

Mr. Dynast's King Emperor, 160lbs. (Mr. Davies) 1

Mr. A. A. Alves' Aucherouch, 157lbs. (Mr. Doyle) 2

Sir Paul Chater's Beauty Dahlia, 152lbs. (Mr. Sewell) 3

Mr. Johnathan's Solly, 144lbs. (Mr. Pollock) 4

Also ran: Uncle Charlie (Mr. Buck), Strathallan (Lt. Cdr. Thompson).

Won by 1 length; 1/2 length.

Time: 32.4-5; 1.06.1-5; 1.37.3-5; 2.10.1-3.

The first time past the stands King Emperor and Beauty Dahlia were in front, with the rest well bunched behind. There was no change up to the four furlong post, when Solly went up. King Emperor led into the straight followed by Solly. A great race ensued down the straight between Aucherouch and King Emperor, the latter just winning, with Beauty Dahlia third. Strathallan was last.

Parimutuel:—Winner, \$36.20. Places: 1, \$7.40; 2, \$5.60; 3, \$8.60.

Cash Sweep:—Nos. 625, \$2,592.10; 627, \$720.00; 218, \$780.30.

Unplaced Ponies (\$50 each):—Nos. 150, 356, 24.

8.—TADWORTH PLATE.

For all China ponies that have started at this meeting and not won. Weight for inches as per scale. Ponies unplaced at this meeting allowed 5 lbs. Jockey allowance. 1st prize, \$400; 2nd, \$150; 3rd, \$100.—Six Furlongs.

Mr. Bagram's Dictator Dahlia, 153lbs. (Mr. Harriman) 1

Mr. Dynast's King Alfred, 147lbs. (Mr. Davies) 2

H.E. Sir Edward's Stubbs' Gaudie, 154lbs. (Mr. Doyle) 3

Messrs. Dyer and Beith's Loch Rannoch, 147lbs. (Lt. Cdr. Thompson) 4

Also ran: Rayfield (Mr. Gibson), Langsat (Mr. Pollock), Toomai (Capt. Hall), The Critic (Mr. Sewell), Gump (Capt. Oxspring).

Won by 3 lengths; 2 lengths.

Time: 30; 1.01; 1.32.3-5.

King Alfred went off in the lead with Rayfield close up. Passing the four furlong post, Rayfield and King Alfred were level and Loch Rannoch moved into fourth place behind Dictator Dahlia. Going around the bend for home the field were well bunched. Dictator Dahlia and King Alfred led into the straight, followed by Loch Rannoch. At the distance post Dictator Dahlia came away from the field, hotly pursued by King Alfred and Loch Rannoch. Gaudie came very fast at the finish to secure third place behind Dictator Dahlia and King Alfred.

Parimutuel:—Winner, \$12. Places: 1, \$6.50; 2, \$11; 3, \$13.

Cash Sweep:—Nos. 383, \$2,776.20; 444, \$724.20; 784, \$396.30.

Unplaced Ponies (\$50 each):—Nos. 811, 793, 336, 521, 331, 628.

SHANGHAI'S FOREIGNERS.

S.M.C. OFFICIAL STATISTICS.

The estimated foreign population on June 30th, 1924, compared with that of the last census was—

INTERNATIONAL SETTLEMENT.

Census. Within Limits. Total.

1920 15,222 3,925 22,307

1924 21,657 5,700 27,357

The emigration and immigration of Russian refugees continued throughout the year. Those who have made Shanghai a permanent residence for the most part reside either in the French Concession or in Chinese territory on the borders of the Settlement. For political reasons a practical estimate of the number of Russian residents can neither be made nor obtained. The above figures, therefore, do not include this element.

POPULATION—CHINESE.

Census. Within Limits. Total.

1920 759,839

1924 (June 30th) 827,332

The political unrest in China of recent years has added an impetus to the growth of the Chinese population in the Settlement, and the extent of this growth will not be definitely known until the next Census, which is due in 1925.

During the provincial warfare in September and October large numbers of refugees found asylum in the Settlement. Those of the poorer classes were temporarily accommodated by various Chinese philanthropic organizations while the better classes rented houses. Most of the former were repatriated on the conclusion of hostilities but many of the latter remain, states the report of the Commissioner of Health.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

A GENERAL'S ESCAPE FROM DROWNING.

General Chang Man Tet, commanding the pro-Kuomintang Cantonese Army operating in the Eastern Kwangtung districts, who was reported to have been accidentally drowned on April 8th when his launch capsized in the Han-kang River, is now stated to have been saved by clinging to a piece of timber for several hours and was picked up about 10 miles away from the scene of the accident.

MEMORIAL SERVICES.

For the fourth time in Canton, the public was called upon on April 12th to pay respect to the memory of the late Mr. Sun Yat Sen. A service was held at the East Parade ground under the auspices of the Kuomintang. According to Chinese custom, a service for the dead is held every seventh day following the death until seven times seven, or the 49th day. On the 9th, 10th, and 11th of April, the school children of Canton were asked to sell memorial buttons and cards in order to augment the memorial fund. The labour unions of the city participated in every service. The Canton newspapers did not appear yesterday, the 12th being the fourth holiday declared in connection with Dr. Sun's death.

THE CANTON ATHLETIC MEETING.

At the distribution of prizes in the auditorium of Kwangtung University last week to winners of the 8th Athletic Meeting held recently, the champion team prize was awarded to the Canton Christian College, which received a total of 301 points; Pui-ching, second, 178 points; and Pui Ying, third, 101 points. The individual distinction went to Chang of Pui Wing, got 25 points; Wong Pui-ching, 23 points; and Li, Canton Christian College, 21 points. In the girls division both individually and as a team, the True Light School won the championships. All the winning teams and individuals have come from Christian schools.

THE TAX ON OIL.

It is stated that the dealers have intimated to the Government of Canton that no more oil will be furnished to the civil and the military officials in Canton for their motor-cars and launches unless the Commissioner of Finance will abolish the stamp duty of 20-cents on each 5-gallon can of kerosene oil. As no high official civil or military now-a-days ventures to walk the streets of Canton, the threat is expected to have the desired effect. Public motor-cars and the city bus service have curtailed their operations, and owners of private cars and launches are expecting an oil famine, owing to the suspension of oil distribution by the leading foreign importers as a protest against the double taxation on kerosene oil import. The British and the American Consular authorities are communicating with the Canton authorities pointing out that this new war tax is contrary to the provision of treaties governing foreign imports into China.

PIRACY BY SUBMARINE-MINE.

In connection with the piracy of a silk junk near Chan-shuen, West River, on April 2nd, it is stated that the launch towing the junk struck a submarine mine laid by the pirates, who subsequently captured the junk with more than \$100,000 worth of raw silk and 60 passengers who are being held for ransom.

FALL DOWN A RAVINE.

WOMAN KILLED AND CONSTABLE INJURED.

An exciting chase in the New Territories by an Indian constable after a Chinese woman, whom he was attempting to arrest, resulted on Sunday in the woman's death and the constable being injured.

The woman, apparently endeavoured to effect her escape by running down the hillside near 500 Moon village. She, however, must have missed her footing, for she eventually fell into the ravine and was killed.

The constable who was not far behind, also came to grief, and falling a distance of 150 feet down the hillside, also finished up in the ravine. Fortunately, he did not share the same fate as the woman, but the injuries he received to his head and body necessitated his removal to the Government Civil Hospital.

The three Chinese editors charged with publishing matter likely to cause a breach of the peace and with failing to publish in their papers the names of editors and printers appeared for a final hearing at the Mixed Court, Shanghai, on April 4th, before Mr. Tajima (Japanese Assessor), and Magistrate Loh. In the case of Dr. Li Dr. editor of the *Mingkuo*, judgment was reserved for two weeks, while the other two editors, representing the *Shanghai Journal of Commerce* and the *Chungkuo*, were fined \$80 each. Examination of the books belonging to first defendant showed a sum of \$7,000 as having been received from Canton from the party generally known as the Kuomintang, of this sum \$5,000 had been remitted to the Shanghai University and the remainder to the *Mingkuo*.

FURNITURE—

Those who would imbue their surroundings with charm will derive much inspiration from a visit to our showrooms before making purchases—All work in this Branch is carried out under European Supervision.

UPHOLSTERY—

This Department is conducted on Modern Principles. We are therefore in a position to offer you the most serviceable work in Chesterfields, Easy Chairs, Etc.

BEDDING—

Nature demands that one-third of your life should be given to sleep. It is therefore most vital that your Bedding be always Restful and Hygienic. Our Electric process of re-making Bedding ensures this. It cleanses the stuffing and restores it to its original resilience.

Home Furnishings should Create an atmosphere to harmonize with one's personality. To achieve this end Consult.

LANE, CRAWFORD, LTD.



C. P. GOERZ

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)FRENCH POLITICAL CRISIS.
M. BRIAND IS STUDYING
FINANCIAL SITUATION.

PARIS, April 13th.

M. Briand informed journalists, last evening, that he is studying the financial and economic situation very closely. This morning he hopes to be able to give President Doumergue a definite answer when they meet again at the Elysée at noon.

M. Briand considered it impossible to form a ministry without being assured of strong, durable collaboration. He added that if he came into power, he would insist on the urgent ratification of a convention with the Banque de France and on the necessity of clearing up the financial situation.

He would follow M. Herriot's foreign policy, based on arbitration, security and disarmament. He would maintain his attitude in favour of an Embassy at the Vatican, without making it a question of confidence.

FRENCH PRESS COMMENT.

PARIS, April 13th.

While stressing the necessity of a prompt settlement, in view of the financial situation, the papers comment reservedly on the ministerial crisis, pending a meeting of the National Council of the Socialist Party, which will decide to-morrow whether the Socialist can enter or only support the Briand Government.—Havas.

EARLIER CABLES.

THE SOCIALIST GROUP.

PARIS, April 13th.

At a private meeting with M. Briand, the Socialist group decided to convene a national congress of the group on Tuesday to decide the question of collaboration in the Briand Cabinet.

M. Briand this morning had a confidential conversation with M. Herriot and after the interview he said he had told President Doumergue that he thought it preferable at present that the Government should be composed of members of all groups of the Left cartel. It is understood that M. Briand will offer the Socialists several portfolios. If they refuse, M. Briand will decline to form a Cabinet, but will be willing to accept the foreign portfolio under another Premier.

LATEST CABLES.

THE DAMAGED "CANTON."
REACHES PORT SAID WITHOUT
ASSISTANCE.

PORT SAID, April 13th.

The motor-ship *Canton* arrived here unassisted with steam bent to port from forecastle head to forefoot. Temporary repairs will be effected by means of cement boxes.

Soya beans in bags in number one hold have begun being discharged in order to examine the forward bulkhead. No damage to cargo is anticipated. Detention will probably not be serious.

The s.s. *Rhesus* is ashore in 30 feet of water. She was holed on the portside, just above the bilge keels, horizontally about 12 x 1 feet.

The engine-room is full of water. It is feared she is also making a little water in number 5 hold. Temporary repairs will be effected in the hope of bringing the vessel to Port Said.

EARLIER CABLES.

PRINCE'S STRENUOUS DAY.
H.E.H. WILL TOUR IN NIGERIA
AFTER ALL.

ACORA, April 13th.

In view of the intense disappointment caused in Nigeria by the abandonment of the Prince of Wales's tour owing to plague in Lagos, it has been decided to carry out the full programme. The Prince will sail on Tuesday (to-day), and probably land at Port Harcourt instead of Lagos.

The Prince had a strenuous day in spite of the intense heat. He went to church, reviewed the ex-service men, and visited the hospital, also the college at Achimota.

U.S. DEMAND FOR TEA.
INCREASES EFFICIENCY OF
BANK STAFFS.

LONDON, April 13th.

Sir Charles Higham, who has returned to England from the United States, said that, among other things, he had been endeavouring to popularise the four o'clock tea habit in America. The sales of Indian tea had increased in the States by three-million pounds in 1924, and afternoon tea had become part of the routine of many large business houses. The banks found that it increased the efficiency of their staffs. Early morning tea was also becoming popular. The press of America was advocating tea-drinking.

I.L.P. CONFERENCE.

TO PUT THE RICH TO SHAME.

LONDON, April 11th.

Presiding at the annual conference of the Independent Labour Party, which opened at Gloucester this morning and was attended by Mr. Ramsay MacDonald, and practically all the prominent members of the party, Mr. Clifford Allen urged Labour to unite in demanding a national living wage dictated by the needs of civilised existence and not depending on the varying fortunes of each industry.

He declared that the amount of such wage should "either be so inhuman as to put the rich with their lives of luxury to shame for ever, or so correct as to ring the death knell of the wasteful, profit-making system." Industry and the banking system must be transferred to public ownership and the nation must then control the import of food and raw materials.

DAMASCUS RIOTS.

SPAHIS' SWIFT ACT TO DEFEND A
COMRADE.

The *Sphinx*, with Lord Balfour and party aboard, left for Alexandria this morning very quietly. There were no demonstrations. General Sarraill visited Lord Balfour on board yesterday evening. Lord Balfour had the closest police protection throughout.

People here state that serious trouble would have been inevitable had Lord Balfour visited Baalbek. He stayed at Beirut.

It is officially stated that twelve of the gendarmes were wounded at Damascus and sent to hospital. It is also stated that Spahis killed a rioter who brought down a Spahi, snatched his sword and tried to kill him. It is also reported that a carriage driver was killed by a stray bullet.

The French authorities apparently anticipated the possibility of individual attempts on Lord Balfour's life, and had numerous secret police in and around the hotel at Damascus, but they did not anticipate such serious riots.

"PAN-PACIFIC."

AUSTRALIAN LABOUR MEN WANT
A CONFERENCE.

MELBOURNE, April 12th.

A conference of the Labour Party of Victoria passed a resolution requesting the Executive Committee of the Federal Labour Party to initiate immediately a Pan-Pacific Congress attended by representatives of the workers and peace societies.

MILAN EXHIBITION.

AUSTRALIAN LABOUR MEN WANT
A CONFERENCE.

MILAN, April 13th.

The International Exhibition has been opened. Great Britain, Belgium, Holland, France, Germany, Czech-Slovakia and Russia contemplate building permanent official pavilions.

EARLIER CABLES.

DAVIS CUP RULES.
CHANGES BECOME EFFECTIVE.

NEW YORK, April 13th.

The United States Lawn Tennis Association announces that the changes in the rules of the Davis Cup competition recommended at the international conference held in London on July 22nd have been ratified by the necessary two-thirds majority of the competing nations and will thus be effective in the forthcoming matches.

FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

A DRAWN GAME.

PORTUGUESE COMBINED TEAMS
IN SHANGHAI.

SHANGHAI, April 13th.

The Hongkong and Shanghai Portuguese football teams to-day put a combined eleven in the field against the Rest of Shanghai. The result was a draw of 2 goals each.

GOLF AT SHANGHAI.

BUDD BEATS FERRIER.

SHANGHAI, April 13th.

Mr. W. Budd beat Mr. J. B. Ferrier by 3 up and 1 to play in the Shanghai Golf Club Championship Semi-Final. Mr. Ferrier has been champion for four years running, and six times in all. Mr. Budd meets Mr. Pilcher in the Final.

FAR EASTERN OLYMPIAD.

RESULTS TO BE BROADCAST
FROM MANILA.

MANILA, April 13th.

The local Far Eastern Radio Company has arranged to broadcast the Olympiad results from May 15th to 23rd to Hongkong, Shanghai and possibly Japan. Microphones on the ground will give a running description of the games.

POLITICAL SITUATION
IN CHINA.

(THROUGH REUTER'S AGENCY.)

LATE DR. SUN YAT SEN.

BIG CROWD HEAR MEMORIAL
SERVICE AT SHANGHAI.

SHANGHAI, April 13th.

A memorial service held yesterday in honour of the late Dr. Sun Yat Sen was attended by 5,000 Chinese.

THE LOCKED ROOM.

LONDON, April 12th.

A hundred people attended a memorial service to the late Dr. Sun Yat Sen at the Chinese Legation. The Acting Chinese Minister, Sir Charles Addis, Sir James Cantlie and a representative of the Soviet Embassy delivered speeches paying tribute to the deceased. It was noteworthy that the room in the Legation where Dr. Sun was once imprisoned was permanently closed in memory of Dr. Sun's sacrifices on behalf of China.

SHANGHAI U.S. COURT.

JUDGE DECIDES IMPORTANT
INTERNATIONAL POINT.

A highly important point of jurisdiction was settled by Judge Purdy at the U.S. Court, Shanghai, on April 9th, when he delivered his decision in the motion to dismiss the case of the *Gromov heirs v. the International Banking Corporation*, involving the sum of \$3,380,450, on the ground that Russian plaintiffs could not be allowed to sue in an American Court established on the same basis as the U.S. Court for China.

Mr. C. S. Franklin, for the Bank, contended that when the U.S. Court of China was established it was expressly stipulated that Chinese could sue American citizens in that Court. Nothing was said about other foreigners, however, and he submitted that the Court could not take jurisdiction in a case where people of non-American nationality, other than Chinese and the people of such countries as had definite understanding with America on the subject, wished to sue American citizens. He pointed out that America had no political relationship with Russia whatsoever.

Mr. H. D. Rodger, for plaintiffs, argued that America had got certain treaties with the old Tsarist Government which Congress had never abrogated. That being the case, he submitted that those treaties still held good, even though the present Russian Government might have denied them, and therefore the Court should take jurisdiction in this case. The Judge, while not necessarily agreeing with Mr. Rodger that the political treaties which held good with the Tsarist Government held good with the Soviet Government, decided that the United States Court for China could not possibly deprive any person at all of whatever nationality, from bringing U.S. citizens into the Court.

At Shanghai last week while a coal boat was being unloaded at the Riverside Power Station Wharf, a crane, apparently overloaded, fell into the boat. Mr. L. G. Cox, employed in the Municipal Electricity Department, was pinned against the side of the boat for almost two hours and a half before he was released. His right arm was seriously injured and he was taken to hospital. A Chinese was also badly injured and little hope of his recovery was entertained.

BOLSHEVIST PROPAGANDA.

MR. HAROLD DOLLAR DWELLS ON
CHINA'S DANGER.

Mr. J. Harold Dollar presided last week over the annual meeting of the American Chamber of Commerce in Shanghai, held at the American Club. Following the presentation of the annual report of the Shanghai Chamber with that of the Associated American Chamber in China by the Chairman, the financial statement of the Chamber was read by Mr. A. E. Schumacker, showing a balance of \$14,413.57.

The passage by Congress of the China Trade Act and the appropriation of \$4,000,000 for the construction of a new patrol fleet for the Upper Yangtze was discussed by members.

NEW BOARD OF DIRECTORS.

The following were elected members of the Board of Directors of the Shanghai Chamber: Messrs. C. S. Beatty, W. J. Eisler, F. F. Fairman, B. C. Haile, V. G. Lyman, F. J. Raven, A. E. Schumacker, C. V. Starr, and O. G. Steen.

BOLSHEVIST PROPAGANDA.

Another political element which has entered the picture since our last annual meeting has been the resumption of relations between China and Russia. When China first decided to recognize the Soviet many persons felt that it might have the effect of stopping communistic propaganda in this country, but the result here has been pretty much the same as in Europe—recognition has simply opened the field for Bolshevist propaganda which has had the effect of turning the heads of younger radical elements against the West. We are now beginning to see the effect of this destructive propaganda. Where formerly it used to be American and other foreign interests who were being attacked on the grounds of "Capitalistic Imperialism," now all Western institutions are feeling the agitation in the anti-Christian movements, the anti-Mission school movements, the revision of the treaties movement, etc. We have always thought that China, being composed of a population of small property owners, would be proof against the propaganda of Communism, but now we are beginning to see that Communistic propaganda has been responsible for a great deal of the labour unrest as well as the political unrest which has taken place in China in recent years. In Shanghai, according to reports largely from Moscow, has practically dominated the situation for many months and has had the effect of driving most of the wealthier residents in Canton out of the country.

However, it is always easier to destroy than to build up, and the fact that China has been disturbed politically since the Revolution has provided a fertile field for the propaganda of Moscow. They have taken advantage of the troubled waters and have sown their seed here as in other lands. Our hope is that the responsible Chinese—merchants and proprietors—will, as well as the gentry classes generally, be beginning to see the dangers which are facing the country and soon will move to bring about improvement.

MISSIONARIES AND COMMERCE.

There are two matters of more than usual interest to American merchants in Shanghai which should be specially mentioned. One is the creation of a joint committee, mentioned in our last report of representatives of the Shanghai American Mission Organization and of the business community. This joint committee has had several interesting meetings which have been very fruitful in bringing out an interchange of opinions on important subjects directly connected with American interests in China, both missionary, educational and business. As merchants absorbed in our own affairs we are likely to overlook the fact that the American Missionary interests in China are far-reaching in their contacts both with the Chinese and with our own people at home, and it is only through close co-operation of the missionary and commercial interests that the best results may be attained both in our own country and in the formation of Government policies at home affecting our interests out here. We have found these meetings that there is no great divergence of views on the part of the commercial and missionary interests, and I am sure that both sides have gained greatly from the interchange of ideas which have been freely expressed at these meetings.

FAR EASTERN CHAMBER.

Another matter of special interest to members of the American Chamber in Shanghai is that a definite move has now been made for the organization of an American Far Eastern Chamber of Commerce with headquarters in Manila. At the last annual meeting of the Associated American Chamber of Commerce a suggestion was made that such a body be formed, and a few months ago we received an invitation from Governor General Wood of the Philippine Islands to send a delegate to Manila to meet with the American Chamber of Commerce of the Philippine Islands for a consideration of this subject. Mr. H. B. Lane, a member of our Board of Directors, who recently departed for home, was appointed as the Chamber's delegate, and we have recently heard from him that action was taken at the Manila meeting to form an American Far Eastern Chamber of Commerce which will include the Associated American Chambers of Commerce of China, the American Chamber of Commerce of the Philippine Islands and the American Merchants Association of Tokyo. This will enable American commercial interests in this part of the world to take up subjects of general concern, and present our united voice at Washington.

H.M.S. "BRITAIN."

MR. KIPLING IN GOOD FORM.

At the annual banquet of the Chamber of Shipping, Mr. Rudyard Kipling, proposing the toast of the Shipping Industry, showed that the old imagination and fire have not died out.

I believe it is not an offence, under the Use and Custom of the Sea, for shippers to offer a steamer more freight than the can carry, but, if the steamer accepts, and overloads accordingly, it is an offence for which the steamer is responsible. But I never realized what a responsibility it was till I accepted your invitation to speak to the toast that stands in my name to-night. This may be a confession of weakness, but it is a lucky man, not to say ship, that has only one weakness; and among my many weaknesses has been an early, acute, and abiding interest in the mercantile marine. I have seen its work. I have watched some of its performances from various craft, including gill-edged liners, where every effort is made to persuade passengers that they are not at sea, but in a much safer place. I am unworthy of these efforts. For when I embark on such a vessel I know I have only to leave the Tudor grill-room, take an electric lift upstairs and look out of the window of the more or less perpendicular library on the top floor, and I shall see that same old grey wall, the ocean that harried our forefathers, waiting outside. It is not for me to teach you your business, but I believe me, gentlemen, a ship is a ship, and you can't get away from it.

H.M.S. "GREAT BRITAIN."

In the same way, this island of ours is a ship, as much as H.M.S. *Acronaut*, with the additional disadvantage of being moored between two continents, so that we can enjoy the weather, political and otherwise from both. Furthermore, H.M.S. *Great Britain* carries a passenger list including steamships of 10,000 tons, and, owing to peculiarities of her construction, there are never more than six weeks' supplies of consumable stores aboard her at one time. The balance must come by ship, and if the shipping does not come a fortnight would deliver us to panic indescribable, and three months would see us embarking on the last adventure of cannibalism. These are the facts which underlie the camouflage of our existence on H.M.S. *Great Britain*. Naturally, they do not trouble the passengers aboard her, any more than the sight of the sea worries the passengers on your floating palace. But, once in a while something happens at sea to remind us that a ship can be lost in a few hours. And on land, we have seen all the Russian, one-sixth of the land area of the Globe, driven under in a few years. Now, ships are lost for all sorts of reasons, some of which are not apparent in the Admiralty Court decisions, but when a nation is lost, the underlying cause of the collapse is almost always the same. We are deep now in a world-war that aims to destroy the spirit and will of man in his home and at his work. A sound man whose moral can be gassed and gangrened in time of peace till he wanders and helps to create a new form of confusion that will ruin himself and his neighbour in doing his country in a fairly more harm than a thousand casualties on the battlefield. It is cheaper to induce your enemy to cut his own throat for what you have persuaded him are lofty motives than to do it for him against his will. And this is the essence of the new model war—to create ill-will, which is the mother of despair, and through that it will exploit the damnable streak in each of us which leads us to stop our own work and talk about the duties of others. The rest follows by itself.

The aftermath of the war, which still hangs round us like mustard gas, helps this attack. For if you have driven a densely-crowded, highly-civilized population through the whole cycle of pain, emotions, they are bound to come out of it shaken to the core of their souls; and in that state they are as open to moral and mental infection as a tired man is to influenza. So we have, now, H.M.S. *Great Britain* crowded to the rails with passengers—some of them of the stormiest, many of them ship-stale—who go in each other's light at every turn, and spend their time telling each other how the ship ought to be run. To argue with them is useless. It only sends their tempers up. Our sane attitude towards each other must be that of good will, in good will just a little more persistent. Just a little more indefatigable than the ill-will which is being fabricated elsewhere. For if good will can once be made normal, with it must return that will to work which in the trademark of established health in a people. If the will to work be too long delayed, then all that our race has made or stands for must pass into the hand of whatever nation first recovers that will.

PROFAGANDA OF ILL-WILL.

Our recovery has been held back by the propaganda of ill-will and despair that is meant to wreck all effort at its source. But do you think the engines of H.M.S. *Great Britain* can be adapted to burn this kind of fuel? I don't. Our lives for the past few years may have done for some of us what Government control of trade in the war did for some big firms, but we are off taking risks in the open market on small margins. There's no denying that a good many men have ceased to quote fine. But the old individual instincts in us are not smothered. At heart we're all gamblers, both; and the odds in favour of self-chosen, uncontrolled lives are more and more against us. For men have grown a little tired of being told off to hate their neighbours by numbers at the word of command. This reaction may or may not mark a turn of the tide, but at least it gives a time of slack water during which H.M.S. *Great Britain* begins to get under way again and work up to the highest pressure.

(Continued on next column.)

YANGTZE SHIPPING.

R. & S. ACQUIRE DOLLAR
INTERESTS.

Official announcement has been made at Shanghai that all the Yangtze river interests of the Robert Dollar Company had been sold to Messrs. Butterfield and Swire, and as a direct result of the transaction the Dollar interests have withdrawn from trade on the Yangtze. The assets in the Yangtze transfer to Butterfield and Swire of the steamer *Yong Dollar* together with other property including landing places and office property ashore at Ichang and Chungking. The *Robert Dollar*, sister ship of the *Yong Dollar*, which formerly was operated by the Dollar Company in the upper Yangtze, was wrecked and lost at Tientsin last summer.

Through the transfer the services of Butterfield and Swire up the Yangtze are enlarged by addition of the Dollar boat, which was specially constructed for service in the Yangtze. The same service will go into the Yangtze to Chungking now being given by the R. & S. steamers *Panama* and *Wanda*. Messrs. Butterfield and Swire now operate five steamers up the lower river as far as Hankow. These are the steamers *Yenchow*, *Luenyi*, *Wanping*, *Tatung* and *Nankin*.

THE "HAWKINS" CLASS.

REASON FOR LEISURELINESS OF
CONSTRUCTION.

Referring to the cruiser *Frobisher*, which recently left Plymouth for the Mediterranean, the *Naval and Military Record* states:

The *Hawkins* class, to which the *Frobisher* belongs, originally consisted of five vessels, but the *Cavalier* was completed as an aircraft carrier and renamed *Vindictive*, and the *Raleigh* was lost off the Labrador coast in 1922, while the *Effingham*, which was commenced in April, 1917, is still in course of completion at Portsmouth. From the first the construction of these vessels has never been pressed. The slowness of building in the case of the Devonport and Portsmouth ships has been due to the smallness of the sums voted for the work upon them from year to year. What might have been done in normal circumstances is indicated by the fact that the *Hawkins* has been flagship on the China Station since July, 1924.

In this connection it is interesting to note that in a written Parliamentary answer to Mr. Boothby, Mr. J. C. O. Davidson, Parliamentary and Financial Secretary to the Admiralty, stated recently that the cost of construction of the cruisers *Hawkins* and *Frobisher* was £1,000,745 and £2,035,915 respectively.

SLAUGHTER BY WIRELESS.

Experiments with aeroplanes sent up without a pilot and controlled by wireless from the ground have just been concluded successfully by the French Air Department. The system employed is the invention of a French engineer, M. Guy du Bourg, who believes that the problem of wireless control of aircraft in flight at long distances has been solved. "It will now be possible," he said, "for a giant bombing aeroplane, without a pilot to be sent to drop bombs on distant enemy towns."

As a result of extremely sensitive photo-electric cells being placed in the aeroplane the wireless station controlling its flight will be able at the same time to see an exact picture of the ground over which the aeroplane is flying, and the officer controlling it from the ground will be able to relay this picture with the same accuracy as would a pilot on board the machine.

NEW TRANSPORT OF MIND.

And think of the stakes! Think, too, with what an astounding equipment we are now able to play for them. By comparison it was only yesterday that when a ship was once under the horizon she passed beyond help or call for perhaps half a year. To-day, a tramp cannot report a cockroach-leg in a slide-valve without half the North Atlantic coming to her help. Months have been cut down to weeks and weeks to days in the transport of men and things, and unless all signs fail, we are on the edge of further unbelievable cuts in time. The transport of thought, which carries with it man's most intimate associations, has been cut, not only by belief but the speed of thought itself. Even now it is an accepted diversion for men and women half across the world to listen to Big Ben strike in London. Before long any man in any quarter of the Empire will be able to call for and be answered by the voice of his own birthplace at its work-a-day. Everywhere time and space are coming to heel round us to fetch and carry for our behoof in the wilderness or the market. All that means that it will be possible for us now, as never before, to fuse our Empire together in thought and understanding as closely as in the interchange of men and things.

And it was the shipping industry which, from the first, sought out, found, built up, and bound together the entire fabric of what is now our Empire. That it did at hazard, unsupported, in hope of trace, or led by some dream of new roads across new seas. The shipping industry is the mother of the new, in sober, daily fact the mainstay of our prosperity, and our very lives, and in law, I believe, it is our carrier. What burden it bears upon it, you who inherit its present direction know better than the careless world you serve. We see only that there have been any malice of wind or weather or of the King's many enemies, or years of the shipping industry has not met and ridden out. And now H.M.S. *Great Britain* rides to cross seas. Is it any wonder that we look to you once more to help us build up and bind together against the new day those old individual qualities which gave our race its ability to see far and its audacity to quote fine.

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Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—Sir,—I beg to acknowledge the receipt of your letter of the 23rd
instant and am desired by the Prince of Wales to thank you for the
copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR
CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal
Highness has been pleased to accept, and which will be extremely
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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

PARIS, March 8th.

The waist line is still more or less
of a movable feast in the dress world.
Some of the big dress designers of Paris,
Jean Paquin, for example, are making
models with a perfectly normal waist
line. Others are slipping it down till
it becomes far more of a knee line than
anything else. Others are wavering in
between these two extremes and others,
again, are compromising by making
waist lines that reach to one level in
front and drop or raise themselves to
quite a different one at the back. The
only guiding point really to decide
where the waist line shall be seems to
be the figure of the wearer. Whereas
slim figures look better in high waist
lines, stout ones show off to less dis-
advantage when their clothes are set on
a low waist line. The wandering waist
line that reaches a variety of angles in
its encircling of the waist must be very
carefully carried out, otherwise it is apt
to look careless and untidy. Another
curious feature of the new Spring models
is the uneven hem. In numbers of these
the length is decidedly shorter in front
than at the back. This, also, is a line
which is becoming to slim figures but
rather dangerous for stout ones to ven-
ture on.

SIMPLICITY IN SHOES.

As simplicity is the keynote of all
fashions now-a-days, it is only natural
to suppose that shoes follow suit in this
matter. But, as with dresses and hats,
so it is with shoes, and the simpler the
model, the more perfect must it be in
cut and material, otherwise the effect is
disastrous. The modern *battoir* like the
modern dressmaker or modist, always
sums up the instep, ankles and general
shape of the feet of his client before
advising her as to the model to choose.
Thus, if she has rather long feet, he
will suggest a model with a broad strap
running across the instep; if she has
rather wide feet, on the contrary, he will
advise a shoe with a strap running up
the instep (thereby cutting the width of
this in half) and joining onto an ankle
strap running round the leg at this
point; if the ankle is too slim, he will
propose shoes with an ankle strap and
stockings devoid of clocks; if, too thick,
shoes devoid of ankle strap and stockings
provided with clocks; for the woman
with a perfect-shaped foot and ankle,
and only for her, will he allow a simple
pump shoe. For the woman with the
long foot, another good idea for breaking
the long line is the shoe that is cut away
down to the sole in the middle of the
foot. Just now, a simple model that
shows a kind of yoke that fits over a
short vamp and finishes on the outside
of the shoe with a cross-over flap is one
of the smartest creations; a dainty per-
sonal note is added by means of an
initial or monogram carried out in silver
or gilt which catches the flap at this
point. Coloured shoes, are quite *demi-de*
apart from black, the only variations of
colour allowed are nigger, raven blue and
bronze.

POINTS ABOUT MOURNING.

For the woman who is still old-
fashioned or sentimental enough to go
into deep traditional mourning on the
death of a near relative, there are a few
important points to remember. One of
these is never to wear stockings so thin
that they take away from the general
sombre effect and add a note that is
almost as flippant and irrelevant as
would be paste buckles for instance, on
her shoes. Another is to take infinite
care of any ornaments she may add, whe-
ther for utility purposes (as in the case
of a brooch) or for purely decorative
reasons. Even jet is considered by strict
etiquette to be out of place, whereas
ebony no matter how or when worn, is
in perfect taste. In fact, ebony orna-
ments are considered a necessary finish
to the general effect. Long earrings of
this material with a string or several
strings of small ebony beads twisted
round the neck and finished with a tassel
are not only considered in good taste,
but they also provide the one note of
fancy in what might otherwise be an
ensemble both too sombre and too mono-
tonous.

In former days, the corset used to be
looked upon as the real foundation for
fashions, the skeleton structure on which
everything else was built and depended
for effect. Now, it is the lingerie, for
so few women wear corsets in order the
better to wriggle their slimmest into the
modern sheath gowns that they are no
longer a feature of dressing to be reckoned
with. But, as dresses are still
straight and tight-fitting and petticoats
as non-existent as crinolines, the remain-
ing few undergarments that are worn
have to be so well-cut and fit and smart
that they make the slightest error
under the dresses that cover them. Even
their trimming, must be reduced to a
bare minimum of draw-thread work,
hand-embroidery or bands of net. Bap-
tiste or fine linen are the materials which
lend themselves most to this spare sim-
plicity of cut and decoration, but for
those who are obliged to study the weekly
laundry bill, crepe de Chine, Japanese
silk or cotton voile are perhaps more
economical in the long run as they can
be rinsed out at home.

SCARVES FOR THE DAYTIME.

It is many months since the evening
scarf was seen figuring as a complement
to smart evening toilettes, even at a time
when the scarf for wear in the daytime
had become as universal as coats and
hats. But, it was only waiting an op-
portunity to return again into the line-
light of fashion, and this opportunity
came with a return to favour of Chinese
notions to fashion. The other evening at
a First Night at one of the fashionable
theatres, I noticed a woman wearing a
beautiful scarf of gold lamé brocade
showing a background of Chinese lacquer
red crepe de Chine. The scarf was a
large square-shaped affair with a border
(Continued on next column).

FASHIONS IN DRINKS.

A writer in London paper says:
There are fashions in drinks, and tastes
alter at regularly recurring periods.

One of the signs of the times is the
increase in consumption of light beer.
At many parties and dinners beer in
glass jugs is served now as a matter
of course at the end of the evening.

If you once form the habit of a glass
of light beer as a nightcap you will
find probably that it agrees with you
better than anything else. It seems to
serve as a corrective of whatever has
preceded it. The beer should be slightly
iced.

There is incidentally a decline in the
amount of spirits drunk. Some years ago
brandy and soda was the drink of the
day. Brandy in time gave way to whisky.
The price of whisky and the fact that
some of the brands on the market are
very poor stuff partly account for the
new departure.

But personally I attribute the changes
in drink fashions to the cocktail habit.
This is on the increase rather than has
wane among both women and men. Even
old-fashioned hostesses have had to give
in and supply them. Undoubtedly they
do much to mitigate those dreary pauses
just before dinner.

Cocktails do not make for a keen and
discriminating palate. Most cocktails
are sweetish, and after them you cannot
appreciate the subtleties of a very fine
dry wine.

Charet is in great demand as a beverage
wine. Purchasers realise that they get
better value for their money in buying
a good charet than in paying fancy prices
for champagne.

There is something like a revival in
sherry drinking, which again I attribute
to the taste for sweetness. Good sherry
is not only the purest but the most whole-
some of all wines. For three centuries
it was the favourite drink in this country.
Then its vogue almost disappeared. Now
once again it is coming into its own.

11,000 GIRLS ON THE DOLE. AND A DEARTH OF DOMESTIC HELPERS.

The statement was made in the House
of Commons last month that of 34,480
girls under 18 who are unemployed,
11,000 are entitled to the dole.

Much indignation was expressed over
this disclosure, the trend of the com-
ment being while many women are trying
in vain to obtain domestic help it should
not be possible for so many girls to draw
the dole. Lady Helena Acland-Hood said
to a reporter: "If the dole is stopped,
I am perfectly certain that if girls knew
they had either to lose the dole or go into
domestic service they would go. As it is,
all they care about is amusing them-
selves."

In the principal London newspapers
on the day this announcement was made
nearly 400 domestic situations were
advertised as vacant, and many more in
suburban and provincial newspapers.
There were situations as governess at
£200 per annum, parlourmaid £80,
general servant (daily cooking) £52,
general servant (with plain cooking) £52,
general servant £40, kitchenmaid £40,
nurse (private family) £55, and scullery-
maid £30. And all found "is a clause
usually added in the advertisements.

One intending employer pointed out
that domestic work-to-day was easier than
formerly, and that there were the added at-
tractions of more outings, wireless, and
kinemas. Even country situations are
not so lonely as they used to be owing
to the linking up of outlying places by
omnibus.

about eight inches wide of the Chinese
red crepe de Chine and it was worn with
a point dipping down the back and the
front arranged in folds, that were caught
on the left side with a large, decorative
brooch. This was not exactly the flimsy
chiffon and mousseline de soie scarves
without which no dress used to be con-
sidered complete, but it is nevertheless
the beginning of a reform which will
very probably end in favour of their
return.

Heaters of the more expensive kind,
such as ostrich, aigrettes and the variety
known as *croise* are going to be in in-
creased demand this season for the
trimming of hats. Ostrich will be an-
nounced and will be used in a variety of
ways grotesque as well as simple and
becoming. One idea I saw carried out
at one of the big milliners was that of
catching up streamers of uncurled ostrich
feathers that had been laid round the
crown into launch that jutted out from
the very summit of the crown for all
they were like a diminutive feather
duster. Strands of *croise* are used a
great deal to lay across the turned-up
brim of some of the new hats or to jut
out from the middle the ends being
hidden at this point by a pleated layer
of the material the hat is made of, or
a decorative ornament. Many of the
smartest evening hats are made of a com-
bination of net and *croise* laid on this
way.

BAD REASON FOR FURRIERS.

The season has been a notoriously bad
one for the furriers, for it has been a
season when fur trimmed cloth coats
rather than fur coats have been the
fashion. However, to placate them and
provide for the woman whose health or
degree of chilliness absolutely demands a
heavier coat than merely one of cloth,
tailors and furriers have combined and
produced the cloth coat that is lined with
fur. If the wearer finds cloth too heavy
when added to with the weight of fur,
there are rich cotelets and ottoman silks
to choose from or thick wool-buck satins.
These can be cut on quite straight lines
and can look very smart despite the extra
bulkiness which naturally results from
their fur lining. For motorizing or travel-
ling, coats of this type are, as much as
necessity as are goggles and a suit case.

CRACKED A CRIB FOR "COPY." JOURNALIST'S AMAZING PLEA IN BURGLARY CHARGE.

"Since arriving in England I have been
writing stories of a criminal nature.
Owing to the many activities lately of
burglars it was modern 'copy' to me to
get a story of how thieves met and how
they committed their felonious acts.
I then decided to go on what is called a
'job' myself."

These passages occurred in a statement
made by Leslie Turkington (25), a jour-
nalist, of Coram Street, London W.C., to a
detective, which was read at the Lam-
beth Police Court recently.

Turkington was charged on remand
with John Lawrence (22), a barman, and
Robert Price (22), decorator, with being
concerned together in breaking into a
lock-up shop at Queen's Road, Peckham,
and stealing 75 packets of chocolate and
a packet of sweets, value £4, belonging
to Richard Hines.

The statement said: "Since the dis-
bandment of the Royal Irish Constab-
ulary, of which I was a constable, I
have been employed by two newspapers
in Montreal, Canada. My work there
caused some notoriety on account of the
peculiar way in which I obtained my
'copy.' (Then followed the first extract
quoted above).

"I, to commence, frequented Bruce
House in the hope of meeting charac-
ters that would be helpful to me in my 'story.'
I heard from the lips of the thieves
themselves of their work and their plans,
and acquired much useful 'copy.'"

"I then decided to go on what is called a
'job' myself, and then write up my
experiences of the 'Fagin's Kitchen of
London.'"

"With two other men whom I met in
Bruce House I proceeded on Saturday
night to a confectioner's shop in Peck-
ham. I financed the party as regards
food and fares, and, and promised other
men a pound each for taking me along."

"Perhaps I have been very indiscreet
in my methods for securing 'copy,' but it
has always been through methods such
as these that I have always obtained the
up-to-date material, which has, in many
cases, been of great help to the police
themselves, as my stories often give away
matters of which they are in ignorance."

"My stories, of which this charge
against me is a result, will be of
assistance to the police, inasmuch as it
will give the names of some of the thieves
in the recent 'smashes' and burglaries."

Mr. A. T. Lewis, who appeared for
Turkington, said his client would plead
not guilty and reserve his defence.
Lawrence and Price made no answer to
the charge.

The prisoners were committed for
trial.

TWO KILLED BY RHINOCEROS. ADVENTUROUS WOMAN'S DEATH.

Two persons were killed by a rhinoceros
in the Nanyuki district one day last
month. The first was a Dublin woman,
Mrs. Green, who had completed a walk
across Africa from the Belgian Congo, and
was about to attempt to climb Mount
Kenya. Mrs. Green, who was accom-
panied by one native and armed with a
light rifle, encountered the rhinoceros
between Nanyuki and Meru. She fired
and wounded the animal eight times, but
only slightly, and it charged and trampled
her. Assistance was forthcoming from a
neighbouring farm, but she died shortly
after her removal there.

Later in the day Captain E. D. Atkins,
a soldier settler in Nanyuki, and his wife
were motorizing to Meru when they en-
countered a dry drought. Suddenly the same
rhinoceros charged them from the bush.
They were unarmed, and Captain Atkins
told his wife to leave the car and run for
her life. Meanwhile, he attempted to
divert the charging rhinoceros with his
coat, but was trampled to death. Mrs.
Atkins escaped and secured help, and the
animal was shot later.

Mrs. Green walked in eight months
from Lusambo to Nairobi, via Fort Portal
(Uganda). She had many adventures on
the way. On Lake Kyoga she held a
moustache crew in order by the use of an
empty rifle, and once she narrowly
escaped death in an elephant hunt. She
had intended to climb Mount Kenya and
Kilimanjaro and then to return to the
Congo and thence to Rhodesia.

SENSATIONAL SOCIETY SUIT.

LONDON, March 24th.
In the Kin's Bench, judgment for
£12,075 was given in favour of Mrs.
Waterhouse, the jury, exonerating
Sheldon.

The judge commented: "A man who
keeps a wife, like a man who keeps a
monkey, is held to be responsible for the
mischievous he does." The law therefore
held that Lady Wilson Barker's husband
was responsible for his wife.

This Society suit was begun at the
Law Courts before Mr. Justice Shearman
and a special jury.
Mrs. Muriel Waterhouse claimed
£10,075, which she alleged was extorted
from her dead husband by Lady Wilson
Barker, who, it is alleged, falsely re-
presented that her solicitor, having
obtained knowledge of her misconduct
with Waterhouse, threatened to inform
her husband unless large sums of money
were provided. It is also alleged that
in the event of divorce proceedings she
threatened to commit suicide.

Mr. Haydon, K.C., said Lady Wilson
Barker had disclosed that she had received
£239 letters from Waterhouse, who
when he originally met her had £2,000 a
year free of income tax and had invested
securities worth £20,000. Counsel alleged
that Lady Wilson Barker, with the help
of a man named Sheldon, stripped
Waterhouse of every farthing he had and
he died insolvent. Counsel added that
the case was one of a character which
of late had been all too common. "It
represents in any way the normal
state of English society," he said, "then
I am tempted to think that with ex-
posure after exposure the strengthening
of the law is the only remedy."



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SHIPPING NEWS

ARRIVALS.

April 12th.
For Sam, British str., 1,987 tons, Capt. M. Costello, from Singapore, with a general cargo, lying at Kowloon wharf.—Jardine, Matheson & Co.
Tai Sze Ma, Chinese str., 402 tons, Capt. R. J. Nogueira, from Kwang Chow Wan, with a general cargo, lying at buoy No. C45.—Yan Fat S.S. Co.
Yue Yung Ho, British str., 801 tons, Capt. R. J. Gillespie, from Hocho, with a general cargo, lying at buoy No. C45.—Cheong Yee S.S. Co.
 April 13th.
André Lebon, French str., 7,375 tons, Capt. Gregory, from Marseilles and Saigon. The former port she left on March 12th and the latter on April 10th, with a general cargo, lying at buoy No. A3.—M.M.
Reidell, British str., 2,500 tons, Capt. E. Watters, from London, which port she left on March 25th, with a general cargo, lying at buoy No. A25.—Gibb, Livingstone & Co.
Hai Ning, British str., 892 tons, Capt. A. H. Stewart, from Swatow, with a general cargo, lying at Douglas wharf.—Douglas, LaPrade & Co.
Kwonglong, British str., 1,572 tons, Capt. C. Plunkett, Cole, from Bangkok and Swatow, with a general cargo and rice, lying at buoy No. B1.—B. & S.
Kwonglong, Chinese str., 685 tons, Capt. R. Christopherson, from Bangkok, with a general cargo, lying at buoy No. C41.—Khoo Seng.
Kwonglong, Chinese str., from Canton, lying at C.M.S.N. wharf.
Yoshioka Maru, Japanese str., 1,400 tons, Capt. S. Kimura, from Hocho, with a general cargo, lying at buoy No. A25.—N.Y.K.
President Monroe, American str., 10,533 tons, Capt. A. Almon, from New York via San Francisco, with 500 tons of general cargo for Hongkong, lying at Kowloon wharf.—Dollar S.S. Line.
Taipei, Chinese str., 1,041 tons, Capt. Z. Alcock, from Chefoo, with a general cargo, lying at buoy No. C15.—Yue Tai Hong.
Taipei, Chinese str., 1,216 tons, Capt. A. T. Telford, from Shanghai, with a general cargo, lying at C.M.S.N. wharf.—C.M.S.N. Co.
Tamara, British str., 1,500 tons, Capt. U. S. Lister, from Haiphong and Hocho, with a general cargo, lying at buoy No. C17.—B. & S.
Uda, British str., 875 tons, Capt. M. E. Rattig, from Shanghai, with a general cargo, lying at Taikoktui—Asiatic Petroleum Co.

CLEARANCES.

April 12th.
André Lebon, for Shanghai.
Hydron, for Swatow.
Kwai Sang, for Swatow.
Kwonglong, for Canton.
Lishan Maru, for Shanghai.
Lak Sang, for Canton.
Rani Sang, for Singapore.
President Monroe, for Manila.
Shinai Maru, for Tsingtau.
Scholar, for Shanghai.
Taipei, for Canton.
Taipei Maru, for Singapore.
Uda, for Singapore.

PASSENGERS.

Per s.s. **For Sam**, on April 12th: Capt. Rosling and Mr. and Mrs. McGreen.
 Per s.s. **Hua Ning**, on April 13th: Mr. C. H. Saunders, Mr. N. Evans, Mrs. P. Scholberg, Mr. S. Kain, Mr. E. S. Leam, Mr. H. W. Davies, Mr. A. T. Hamilton, Mr. A. C. Franklin, Mr. W. Logan, Hon. Mr. P. H. Holyoak, Mr. O. A. Smith, Mr. J. C. Kwo, Mr. E. V. Lin, Mr. T. M. B. Salham, Mr. Lam, Mr. W. S. Fu, Mr. T. S. Yue, Mr. H. H. Yuen, Mr. G. E. Vetter.
 Per s.s. **André Lebon**, on April 13th: Mr. and Mrs. Bonnard, Mrs. Signe, Mr. A. do Silva and three children, Mr. H. C. de Z. C. Bruno, Mr. and Mrs. Chen Kung Chi, Mr. Lau, Mr. Sanb, Mr. Thomas A. See, Mr. Sin Shui Chiang, Mr. Sin Leuk Ting, H.E. Sir Edward Skelby, Capt. Neville, Mr. and Mrs. Coffin, Mr. B. C. Cornish, Mr. and Mrs. Forsyth, Mr. W. Forsyth, Mr. Duncan.
 Per s.s. **President Monroe**, on April 13th: Mr. H. F. Gray, Mr. R. Miehler, Mr. G. Maximo, Mr. E. Beck, Mr. T. A. Cooper, Miss W. E. Hest, Mr. H. H. Keys, Mr. and Mrs. W. H. McCauley, Mr. E. P. O'Brien, Mr. and Mrs. W. J. Wilson, Mr. P. R. Danner, Mr. E. J. Watson, Dr. E. Carman, Mrs. M. J. Moore, Mr. H. Charles, Mr. and Mrs. E. F. Gorton, Mr. W. C. Mikulich, Mr. G. D. Ritchie, Mr. and Mrs. Wm. F. Stevenson, Mr. and Mrs. J. F. Skorpik, Dr. and Mrs. E. P. Watson, Mr. E. Lutz, Mr. H. A. Wetzel, Mr. E. B. Davidson and daughter, Colby, Mr. N. A. Mitchell, Miss I. Banner, Mr. A. L. Black, Dr. and Mrs. H. P. Bonardman, Mr. and Mrs. J. C. Chambers, Mr. and Mrs. J. C. Claes, Mr. R. J. Doonan, Mr. and Mrs. M. B. Gray and two daughters, Mr. and Mrs. L. J. Haddock, Mr. and Mrs. A. Leonis, Mrs. V. Powers, Mrs. A. Rinaldo, Miss E. A. Schurman, Miss B. M. Schurman, Miss J. D. Sullivan, Miss O. Tegenow, Miss M. Wilcox, Mr. and Mrs. G. H. Wheeler, Mrs. M. H. Chaffield, Mr. A. P. Brown, Mr. N. J. Fallo, Mr. Chas. J. Hughes.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
New York & Boston via Panama	Lisbon Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
New York & Boston	Siberian Prince	Brit.	Princo Line	On 1st May
Boston, New York & Baltimore via Suez	Sumatra	Swed.	Gilman & Co.	About 25th May
Boston, New York & Baltimore via Suez	Helena	Brit.	Butterfield & Swire	On 19th inst.
San Francisco via Suez & Jap. Ports & Etna	City of Bombay	Brit.	The Bank Line, Limited	On 25th inst., 10 a.m.
San Francisco, &c.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 1st inst.
VICTORIA, SEATTLE & VANCOUVER via J. FORK	Empress Australia	Am.	Canadian Pacific O.S. Ltd.	On 17th inst.
VICTORIA, SEATTLE & VANCOUVER	Shikoku Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.
SEATTLE & VICTORIA, via S'hai Kobe & Yokohama	Philoctetes	Brit.	Butterfield & Swire	On 22nd inst.
MARSEILLES & LONDON	Macdonald	Am.	Admiral Oriental Line	On 15th inst.
MARSEILLES, &c.	André Lebon	Fre.	P. & O. B. I. & A. L.	On 2nd May
MARSEILLES, &c.	Amboise	Fre.	Messageries Maritimes	On 10th May
MARSEILLES, &c.	Paul Loat	Jap.	Messageries Maritimes	On 24th May
MARSEILLES, LONDON, ANTWERP, via SINGAPORE, &c.	Empress Australia	Am.	Nippon Yusen Kaisha	On 25th inst., 11 a.m.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Australia	Am.	The Bank Line, Ltd.	On 17th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Australia	Am.	Butterfield & Swire	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Australia	Am.	Meibohm & Co.	On 2nd May
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Australia	Am.	Butterfield & Swire	On 15th inst., 3 p.m.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Australia	Am.	Meibohm & Co.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Australia	Am.	Butterfield & Swire	On 15th inst., 3 p.m.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Australia	Am.	Meibohm & Co.	On 24th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Empress Australia	Am.	Butterfield & Swire	On 15th inst., 3 p.m.
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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

4.4. "CITY OF DURBAN" ... via Suez Canal ... 25th Apr.
 4.4. "KANSAS" ... via Suez Canal ... 19th May

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

4.4. "MARISTON" ... via Suez Canal ... 30th Apr.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

4.4. "TRAFFORD HALL" ... 21st Apr.
 4.4. "CITY OF ATHENS" ... 2nd May
 4.4. "CITY OF GLASGOW" ... 14th May

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

4.4. "SURAT" ... Sails Hongkong, 25th Apr.
 Leaving for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Natal, Luderitz Bay, Walvis Bay, and Madagascar.

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

4.4. "HELENUS" ... via Suez Canal ... 19th Apr.
 4.4. "CITY OF DURBAN" ... via Suez Canal ... 25th Apr.
 4.4. "TASMAN" ... via Suez Canal ... 7th May
 4.4. "KANSAS" ... via Suez Canal ... 19th May

Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owner's option. Subject to change without notice.

For Freight and Particulars, apply to—

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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong, and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL LECAT	—	—	26th Apr., 1925
ANDRE LEBON	—	—	10th May, "
AMBOISE	25th Mar., 1925	27th Apr., 1925	24th May, "
CHATELAIN	8th Apr., "	11th May, "	7th June, "
PORTIER	23rd Apr., "	25th May, "	21st June, "
ANGKOR	7th May, "	8th June, "	5th July, "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)

A CLASS (1st Class) ... 2 85. 00. 00. B CLASS (1st Class) ... 2 55. 00. 00.
 STEAMERS (2nd) ... 2 55. 00. 00. STEAMERS (2nd) ... 2 55. 00. 00.

Through Tickets to London and Leading Towns of Europe.

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4.4. "COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE to due

to arrive about 22nd April.

For full Particulars, apply to—

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For BOSTON

and

NEW YORK

4.4. "SIBERIAN PRINCE" ... 1st May, 1925.
 4.4. "MOORISH PRINCE" ... 1st June, "

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STRAIPERS.
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S.S.	Tons	From Hongkong (about)	Destination
"KARMAIA"	9,098	18th Apr., Noon	Mars., L'don, A'werp. & Hall
"NAGPORE"	8,232	21st Apr., Noon	Singapore, Penang, Colombo & B'way
"LAHORE"	8,232	24th Apr., Noon	Singapore & Bombay
"MAKEDONIA"	11,069	2nd May	Marseilles & London
"ALIPORE"	5,372	13th May	Singapore, Penang, & Bombay
"SARDINIA"	5,584	16th May	S'pore, Penang, Colombo & B'way
"SOUDAN"	4,936	23rd May	S'pore, Penang, Colombo & B'way
"MOBBA"	10,911	30th May	Marseilles & London
"YACOVA"	8,654	31st May	Marseilles & London
"SICILIA"	8,813	10th June	S'pore, Penang, Colombo & B'way
"KALYAN"	9,116	13th June	Mars., London & Antwerp
"MALWA"	10,941	27th June	Marseilles & London
"DELTA"	8,097	6th July	S'pore, Penang, Colombo & B'way
"KASHMIR"	8,985	11th July	Mars., London & Antwerp
"SARDINIA"	8,654	22nd July	S'pore, Penang, Colombo & B'way
"KASHGAR"	10,902	26th July	Marseilles & London
"MAKEDONIA"	11,069	2nd Aug.	Marseilles & London
"NARKUNDA"	18,327	2nd Aug.	Marseilles & London
"KARMAIA"	8,138	19th Sept.	Marseilles, London, & A'werp.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	24th Apr.	Singapore, Penang & Calcutta.
"TILAWA"	10,000	30th Apr.	do.
"TALAMBA"	8,078	8th May	do.
"TAKLIWA"	7,936	21st May	do.
"TAIRRA"	7,936	28th May	do.
"TAKADA"	6,949	4th June	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th April	Manila, Sandakan, Thursday
"TANDA"	6,958	3rd June	Inland, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	1st July	do.
"ST. ALBANS"	4,500	29th July	do.
"TANDA"	6,958	2nd Sept.	do.
"ARAFURA"	6,000	30th Sept.	Manila, Sandakan, Thursday

4.4. "TANDA" calls at Kolambagan.

The E. & A.S.S. Co., Ltd. steamers will also call at Shanghai, Hongkong, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as convenient. Frequent connections to Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TALAMBA"	8,018	15th Apr.	Amoy, Shanghai & Kobe
"SARDINIA"	6,984	17th Apr., D.L.	Shanghai, Kobe & Yokohama.
"NAGOYA"	6,984	23rd Apr.	Shanghai, Moji & Kobe.
"TAKLIWA"	7,936	24th Apr.	Kobe.
"MOBBA"	10,911	1st May	Shanghai, Moji, Kobe & Yokohama
"SARDINIA"	6,986	1st May	Shanghai & Kobe.
"TAIRRA"	7,936	5th May	Kobe.
"TANDA"	6,958	9th May	Moji, Kobe & Yokohama
"KALYAN"	9,116	16th May	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	8,813	12th May	Shanghai & Kobe.
"TAKADA"	6,949	17th May	Kobe.
"MALWA"	10,941	29th May	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	4th June	Moji & Kobe.
"KASHGAR"	8,985	12th June	Shanghai, Moji & Kobe.
"DELTA"	8,097	18th June	Shanghai, Moji & Kobe.
"MAKEDONIA"	11,069	26th June	Shanghai, Moji & Kobe.
"SARDINIA"	8,654	28th June	Shanghai & Kobe.
"ST. ALBANS"	4,500	4th July	Moji & Kobe.
"KASHGAR"	8,985	10th July	Shanghai, Moji & Kobe.
"SOUDAN"	4,936	16th July	Shanghai & Kobe.
"MAKEDONIA"	11,069	24th July	Shanghai Moji & Kobe
"KARMAIA"	9,138	7th Aug.	do.
"SICILIA"	8,813	7th Aug.	Shanghai & Kobe
"TANDA"	6,958	8th Aug.	Moji, Kobe & Yokohama
"NARKUNDA"	18,327	21st Aug.	Shanghai.
"KHYVA"	8,125	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	5th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"ST. ALBANS"	4,500	3rd Oct.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cables are fitted with Electric Fans free of charge.
 Fare to Marseilles not more than 2 1/2 ft. 2 1/2 ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cantonment Road Central, HONGKONG Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG — Capt. Ellis Walker, Friday, 17th Apr., at 1 p.m.
 HAIPHONG — Capt. W. B. Turnbull, Tuesday, 21st Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Fogda Ansheng) and return by the same steamer by the "HAIPHONG", "HAIPHONG" and "HAIPHONG" at the Reduced Rate of \$20.00 including Meals while the steamer is in port.

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.

General Managers

CHINA NAVIGATION CO., LIMITED.**SAILINGS SUBJECT TO ALTERATIONS**

Ports	Steamers	Date of Departure
SWATOW & SINGAPORE	"KIUNG CHOW"	On 14th Apr., 11 a.m.
SHANGHAI & TSINGTAO	"LUOHOW"	On 15th Apr., Noon
SHANGHAI & NEWCHANG	"FAKHOT"	On 15th Apr., 5 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 16th Apr., 11 a.m.
HOHHOW, FAKHOI & HAIPHONG	"TAMING"	On 16th Apr., 11 a.m.
HOHHOW & HANGKOK	"CHINHUA"	On 16th Apr., 3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 16th Apr., 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 18th Apr., D.L.
SHANGHAI & TSINGTAO	"CHUSAN"	On 18th Apr., Noon

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Fokow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HANGKOK LINE—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 22. Agents.
 CARGO AND PASSENGER CAN BE SHIPPED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Bango, Thursday Is., & Australia on or about
"TAIYUAN"	4th May	5th May

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— **BUTTERFIELD & SWIRE.**

Telephone No. Central 22. Agents.

DODWELL & CO., LTD.**NEW YORK BERTH**

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE" — — — Sails 10th May

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (JUMBO).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADELIATTO, LEVANT, BLACK SEA AND DANUBE PORTS.

IMPROVED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

266.**NEXT SAILINGS**

OUTWARD FOR SPANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "SILVIO PELLICO" (cargo only) — Sails about 18th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "DUCHESSA D'AOSTA" — — — Sails about 3rd May

RATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMONA" — — — Sails about 16th April

S.S. "UMZUMBI" — — — Sails about 31st May

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1299.

Agents

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA.)

THE STEAMSHIP**"VAN OVERSTRATEN"**

23rd April, 1925.

For SINGAPORE, PENANG and BRAWAN-DEMI DIRECT.

Offers excellent Saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

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1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

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